

11th March 1946

# THE LEGISLATIVE ASSEMBLY DEBATES

## Official Report

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### Volume III, 1946

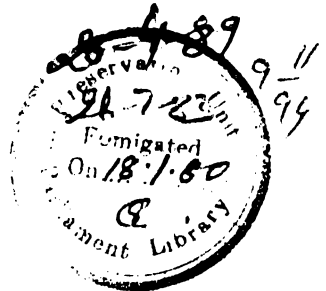
*( 28th February to 14th March, 1946 )*

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### FIRST SESSION

OF THE

## SIXTH LEGISLATIVE ASSEMBLY, 1946



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LEGISLATIVE ASSEMBLY

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SARDAR MANGAL SINGH, M.L.A.



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# LEGISLATIVE ASSEMBLY

Monday, 11th March, 1946

The Assembly met in the Assembly Chamber of the Council House at Eleven of the Clock, Mr. President (The Honourable Mr. G. V. Mavalankar) in the Chair.

## MEMBER SWORN:

Mr. Saiyid Rashid-Uz-Zaman, C.I.E., I.C.S., M.L.A., (Government of India: Nominated Official).

## STARRED QUESTIONS AND ANSWERS

†808\*—859\*.

## UNSTARRED QUESTIONS AND ANSWERS

### RELATIVE SENIORITY AMONG GUARDS ON N. W. RAILWAY

78. **Seth Sukhdev:** Will the Honourable the Railway Member be pleased to state:

(a) whether it is a fact that rules for the reckoning of relative seniority on the North Western Railway up to 1936 between two sets of Guards, (i) those already in service as Guards, and (ii) those transferred from other Branches of service, were to the effect that the seniority was to be determined on the date of confirmation as a Guard;

(b) whether the Honourable Member will please refer to his answer to Mr. Lalchand Navalrai's unstarred question No. 6 on the 27th July, 1943, to the effect that a representation from the Guards on the issue of seniority was under examination, and state if a decision has been taken; if so, whether he will please lay a copy thereof on the table of the House; and

(c) whether the decision referred to in (b) above is in conformity with the rules referred to in (a) above if not, what other rules have been observed in arriving at the decision, and why?

**The Honourable Sir Edward Benthall:** (a) Yes, except that the fixation of the seniority of the staff referred to in item (ii) of this part was made in accordance with rule 25 (b) of the General Manager's Circular No. 1 of 1927, Part A (revised), which affords employees additional credit for purposes of seniority, if appointed on more than the minimum pay of the post.

(b) The reply to the first portion is in the affirmative. As regards the latter portion, I lay on the table of the House a copy of the General Manager, North Western Railway's letter communicating the decision.

(c) The reply to the first portion is in the negative. As regards the remaining portion, the decision in question is based on Note 4 below rule 25-G of the General Manager's Circular No. 1 of 1927, Part A, as amended which provides that seniority, in the case of those promoted as Guards as the result of a competitive examination in the Walton Training School, is in accordance with the order of merit obtained at the School.

COPY OF GENERAL MANAGER, NORTH WESTERN RAILWAY'S LETTER No. 622-E/192-II, DATED THE 12TH APRIL, 1945, TO THE ALL DIVISIONAL SUPERINTENDENTS, N. W. RAILWAY.

*Representations from staff in service promoted as Guards Grade II/Class I, Grade I, protesting against the seniority of Guards Class I, Grade I, recruited from outside.*

It has been noticed that several representations, telegrams and memorials have been submitted through proper channel as well as direct by the Staff in service promoted as Guards Grade II/Class I, Grade I, claiming seniority on the score of length of their service over those recruited from outside as Guards Class I, Grade I, against 50 per cent. quota. Almost all the points on which the staff in service have based their claim, have already been dealt with at length and are covered by the policy explained in this office letter No. 522-E/355, dated 14th September, 1938.

†The question hour for the day having been dispensed with, these questions have been transferred to be answered orally on the 12th March, 1946—Ed. of D.

2. After going through their representations it is felt that there is a general misunderstanding amongst the staff about the policy followed in this office in respect of their promotion as Guards along with the outsiders recruited direct. In accordance with the existing policy, 50 per cent. of posts of Guards, Grade II (old)/Class I, Grade I (new), are filled by direct recruitment of outsiders and 50 per cent. by promotion of staff. Staff, who qualify for promotion to Guards, Grade II, are placed on one list according to the order of merit of their passing out from the Walton Training School in the same batch. A second list is drawn on a similar basis in respect of probationary Guards (recruited from outside). One of every two vacancies is given to the top-most man in the former list and the other to the top-most man on the latter list and so on. It is, therefore, equitable that the order in which the men are appointed as Guards should normally determine their seniority. It is regretted that it is not proposed to make any modification in this respect.

3. The rules regarding reckoning of seniority contained in Agent's Circular No. 1 of 1927, Part 'A' (Revised) and referred to in the representations, do not apply to these promotions to Guards posts, *vide* note 4 below Rule 25 (g) of the Circular just quoted. It may, however, be stated that the general rule of counting seniority from the date of confirmation is followed when men have been confirmed as Guards, *i.e.*, a man in service permanently promoted as a guard does not lose his seniority to a man recruited from outside and confirmed after him.

4. It appears from their representations that some mis-apprehension also exists with regard to the determination of the relative merit of outsiders and staff after they have qualified in Guards duties. In this connection, their attention may be drawn to para. 2 above which clearly explains that the order of merit obtained by outsiders and staff is maintained separately. It is from these two separate lists that men are appointed to officiate as guards.

5. It has also been complained that at a selection made to select staff for training in Course P-1 (T-5 old) at the Walton Training School, Guards recruited direct with short service of upto 8 years were considered whereas no such consideration was given to staff promoted as Guards with 15 to 20 years' service in other branches as they were junior having been confirmed later. In this connection it may be pointed out to them that training in Course P-1 makes men eligible for promotion to A. S. Ms. Grade IV and Section Controllers. As it is from Guards, Grade II, that we mostly draw our material to man the higher and responsible posts of A. S. Ms. Grade IV and Section Controllers, it is, therefore, essential that individuals selected for this purpose should possess outstanding ability regardless of their length of service. It is not in the interests of the service to lower our standard of selection of Staff sent to the Walton Training School for training in Course P-1 in order to accommodate promoted Guards who have long service in the categories from which they were drawn as Guards.

Those who have submitted the representations may be informed accordingly.

#### GRIEVANCES OF STAFF OF ELECTRIC BRANCH, NORTH WESTERN RAILWAY, AMBALA

**79. Sardar Mangal Singh:** Will the Honourable the Railway Member be pleased to state:

(a) whether he is aware that serious trouble is brewing in the Electric Branch of the North Western Railway at the Ambala Station;

(b) whether it is a fact that repeated petitions apprising the authorities about this have been made from time to time;

(c) whether the Honourable Member proposes to have enquiries made into these complaints, specially with regard to—

(i) irregular duties and infringement of rosters,

(ii) grant of irregular leave and false travelling allowances,

(iii) theft of oil and consumption of double the allotted quota,

(iv) non-supply of ration cards to certain members of the staff,

(v) irregular alterations in the electric arrangement of sentinel coaches, disconnecting public communication,

(vi) non-supply of winter uniforms, and

(vii) communal discrimination, and place a copy of findings on the table of the House; and

(d) whether there are any rules to the effect that when there are general complaints and a state of unrest prevails, the Divisional Superintendent or a Senior Officer should make personal enquiries in the matter, if not, whether it is proposed to issue such instructions now?

**The Honourable Sir Edward Benthall:** (a) and (b) Government are informed that the facts are not as stated; only one complaint has been received by the railway administration against the Electrical Chorgeman.

(c) An enquiry was very recently made into the complaint referred to above by a committee consisting of an Electrical Foreman and Assistant Staff Warden and no irregularities in regard to the matters mentioned in items (i) to (vii) could be substantiated. I regret that I am not prepared to lay the findings of enquiries of this nature on the table, as I do not think that the public interest will be served thereby.

(d) No rules exist on the subject, but Railway Administrations detail responsible officials or officers to hold an enquiry in accordance with the needs of each case. As regards the concluding portion of the question, the issue of instructions is not considered necessary.

#### RECOGNISED UNIONS ON NORTH WESTERN RAILWAY

**80. Sardar Mangal Singh:** Will the Honourable the Railway Member be pleased to state:

(a) whether it is a fact that recognition to the North Western Railway United Union was given temporarily during the period of war;

(b) if this recognition is being withdrawn now; if not, why not;

(c) whether the Honourable Member is aware that already recognised Unions exist on the North Western Railway and that the recognition of the United Union was purely temporary; and

(d) how many recognised unions there are on the North Western Railway and the maximum number that are to be recognised?

**The Honourable Sir Edward Benthall:** (a) and (b) Yes; originally the recognition was provisional and it was extended in 1944 for the period of the war and six months thereafter. The Railway administration has however, already accorded the Union permanent recognition and does not consider it in the interests of the staff or the administration to withdraw it.

(c) Yes, but the railway administration is fully competent to confer recognition as a permanent measure.

(d) Four, a list of which is given in my reply to part (a) of Sardar Sant Singh's starred question No. 489, asked on 17th November, 1944. As regards the latter portion of this part of the question, no specific limit has been laid down but the policy is that the number should not be so large as to make dealings with all the recognised Unions difficult.

#### SELECTION OF ASSISTANT CARRIAGE CLEANING INSPECTORS

**81. Sardar Mangal Singh:** Will the Honourable the Railway Member be pleased to state:

(a) whether two written examinations besides interview were held at Delhi for selection of candidates for training and promotion as Assistants Carriage Cleaning Inspectors on the North Western Railway;

(b) the scales of pay of the Assistant Carriage Cleaning Inspectors under the old and 1931 (revised) scales of pay;

(c) whether it is a fact that selections held at the Lahore Headquarters' Office for superior posts of Carriage Cleaning Inspectors were not done through a written test, but by personal interview lasting for one to two minutes per candidate;

(d) the number of selected candidates, community-wise;

(e) whether a Sikh was selected; if not why not;

(f) whether it is proposed to introduce the method of selection by written examinations; if not, why not; and

(g) if the reply to the first part of (f) above be in the affirmative, whether it is proposed to hold a fresh and regular selection?

**The Honourable Sir Edward Benthall:** (a) One written examination, besides an interview, was held for the selection of candidates for training and promotion as Assistant Carriage Cleaning Inspectors, another written examination was held after completion of the training.

(b) The scales of pay of Carriage and Assistant Carriage Cleaning Inspectors are given below:

(i) Carriage Cleaning Inspectors	Rs. 210—10—270 (old)
	Rs. 230 fixed (revised)
(ii) Assistant Carriage Cleaning Inspectors	Rs. 105—5—140 (old)
	Rs. 100—10/2—120 (revised)

(c) The reply to the first portion is in the affirmative. As regards the latter portion, reasonable time was allowed in the case of each candidate interviewed by the Selection Board in order to determine his fitness for the post in question.

(d) Four, *viz.*, (judging from their names), 1 Hindu, 2 Muslims and 1 Sikh.

(e) Government are informed that one Sikh, as his name implies, appears to have been selected, but I may remind the Honourable Member that promotions are not made on communal considerations.

(f) No. As regards the latter portion of this part, the selection-*cum*-examination method is only considered obligatory in connection with posts of certain categories.

(g) Does not arise.

#### RULES FOR NOMINATION OF PERSONNEL OF DEPARTMENTAL INQUIRY COMMITTEES ON NORTH WESTERN RAILWAY

**82. Sardar Mangal Singh:** Will the Honourable the Railway Member be pleased to state:

(a) whether any rules exist on the North Western Railway for nomination of the personnel of the Departmental Inquiry Committees;

(b) whether these rules provide for the following safeguards:

(i) no two members of the committee having official relationship of one being subordinate to the other,

(ii) the members being practically of the same status,

(iii) that no member of the committee shall be lower in status or pay than the person in whose conduct an enquiry is held, and

(iv) that enquiries against senior subordinates are conducted by gazetted officers; and

(c) if no such rules exist, whether it is proposed to issue them now to this effect; if not, why not?

**The Honourable Sir Edward Benthall:** (a) The reply is in the affirmative.

(b) No, although the necessity for these safeguards is well understood and acted upon.

(c) The matter will be further examined in consultation with the Railway Administration.

#### BIHAR LIGHT RAILWAY OWNED BY MARTIN AND COMPANY

**83. Choudhury Md. Abid Hussain:** (a) When does the Honourable the Railway Member propose taking over the Bihar Light Railway, owned by Martin and Company?

(b) Are Government aware of the total lack of amenities on this Railway, of the insanitary condition of the coaches, many of which have hardly a latrine specially in lower class, of insufficient lighting and of peculiar structure of the coaches which render travel uncomfortable?

(c) Do Government propose to ask the Company to provide necessary amenities?



(d) Are Government aware that on this line which is running through historic places like Nalanda and Rajgir, there are thousands of travellers not only from all parts of India but also Buddhists and pilgrims from abroad?

**The Honourable Sir Edward Benthall:** (a) Government have no direct right to acquire this narrow gauge line except through the local authorities concerned. As the next option to purchase the line falls due in June 1950, the question of its taking over will be considered in due course.

(b) Government understand that all the stock is fitted with latrines. Every effort is being made to replace stolen or damaged train lighting bulbs and cushions to the greatest extent possible. Government have no information to the effect that the peculiar structure of the coaches renders travel uncomfortable.

(c) The attention of the authorities of the railway will be drawn to this request.

(d) Yes.

#### MONOPOLY OF BUS SERVICE IN DELHI TO G. N. I. T.

**84. Choudhury Md. Abid Hussain:** (a) Is the Honourable Member for War Transport aware of the difficulties of conveyance experienced by the public in Delhi?

(b) Is he aware of the discontent and agitation going on in the press against the monopoly of Bus service in Delhi given to G.N.I.T. on practically all the routes?

(c) Do Government propose to allow other Companies a chance so that competition may lead to better service and also to the lowering of rates?

(d) Are Government aware that while places like Bombay and Calcutta have excellent conveyance facilities, the Imperial city of India is without those facilities?

**The Honourable Sir Edward Benthall:** (a) Government are aware that complaints have been made. The G.N.I.T. Company has recently extended its services and it is hoped that the improved facilities will help to minimise the public's difficulties, although improvements are largely dependent upon the easing of the present shortage of motor vehicles.

(b) Government are aware that complaints have appeared in the Press.

(c) and (d) The question of the introduction of new bus services in Delhi is one for decision by the Provincial Transport Authority in accordance with the procedure laid down in the Motor Vehicles Act. It is understood that ways and means of improving the services offered by the G.N.I.T. are under the consideration of the Provincial Transport Authority.

The trend throughout the world, especially in urban areas, is towards controlled monopolies; this practice is followed in Bombay, where facilities, according to the Honourable Member, are excellent. I agree that the service in Delhi could with advantage be extended, but as I have already stated such extension is at present hampered by conditions arising out of the war.

#### WAGES TO COOLIES ON GREAT INDIAN PENINSULAR RAILWAY STATIONS FOR SERVICES RENDERED TO RAILWAY.

**85. Seth Sukhdev:** (a) Will the Honourable the Railway Member be pleased to state whether licensed coolies on Stations on the Great Indian Peninsula Railway receive no wages excepting cooly charges from passengers?

(b) Is it a fact that Licensed coolies on this Railway are required to do Railway work in between train intervals? If so, do they get any remuneration from Railway, and what is the scale thereof?

(c) If no remuneration is received for services rendered to the Railway referred to in (b) above, the reasons therefor?

**The Honourable Sir Edward Benthall:** (a) Yes.

(b) The reply to first part is in the affirmative. No remuneration is paid.

(c) No remuneration is paid as the performance of this work is one of the conditions under which the men are permitted to work as Licensed Coolies. For the Honourable Member's information I would add that I understand that on the majority of railways remuneration for handling parcels is given. Government propose to examine the question of adopting a standard practice on all Government, of India Railways to give suitable remuneration for railway work performed by licensed coolies.

#### SHORT-WEIGHTMENT OF SOAP SUPPLIED TO EMPLOYEES OF KARACHI DIVISION NORTH WESTERN RAILWAY

**86. Seth Sukhdev:** Will the Honourable the Railway Member be pleased to state :

(a) whether it is a fact that two seers of soap were supplied to the employees of the Karachi Division of the North Western Railway at the concessional prices of Re. 1;

(b) whether it is a fact that instead of two seers only eight cakes of soap weighing about one and a half seers were supplied;

(c) who was responsible for the short supply, in spite of a clear cash memo for two seers of soap;

(d) whether it is a fact that these orders were superseded on 24th September last;

(e) whether any refund has been paid to the employees who were given short-weight; if not, why not; and

(f) what general instructions the Railway Board have issued to stop such short-weights; if not, whether it is proposed to do so now?

**The Honourable Sir Edward Benthall:** I have called for the information which will be laid on the table of the House in due course.

#### MINORITY REPRESENTATION IN LAHORE DIVISION OF NORTH WESTERN RAILWAY

**87. Seth Sukhdev:** Will the Honourable the Railway Member be pleased to state :

(a) the number of gazetted officers, communitywise in the Lahore Division of the North Western Railway;

(b) the number and communities of (i) Office Superintendents, (ii) Head Clerk personnel, and (iii) Sub-Heads in the Personnel Branch of the Divisional Office, North Western Railway Lahore;

(c) if there is preponderance of a certain community, whether it is proposed to make adjustments; and

(d) if no adjustments are to be made, whether it is proposed to cancel the rule of 50 per cent. posts for members of the minority community in the Personnel Section of Divisional Offices on the North Western Railway?

**The Honourable Sir Edward Benthall:** (a) and (b). The attached statements give the required information.

(c) The posting of officers on Divisions and the promotion of subordinate staff are not made on communal considerations, and the question of adjustments therefore does not arise.

(d) Government's decision to reserve for minority communities, as a temporary measure, 50 per cent. of the vacancies in Establishment Branches till such time as their representation in these branches is brought up to the overall percentages prescribed for those communities in each Railway, applied only to vacancies among clerical staff of Establishment Branches filled by direct recruitment. It is not proposed to cancel this reservation.

Number of gazetted Officers communitywise at present employed on Lahore division of the North Western Railway.

Anglo-Indians and Europeans . . . . .	7
Muslims . . . . .	10
Hindu . . . . .	9
Sikh . . . . .	2
Total . . . . .	28

The present number and communal composition of (i) office Superintendents (ii) Head Clerks, personal and (iii) Sub Heads in the Personnel Branch of the Division Office, Lahore.

Category	Muslims	Hindus	Sikhs	Total
(i) Office Superintendents .		1		1
(ii) Head Clerk, personnel .		1		1
(iii) Sub-Head, personnel .	1	5	1	7
Total .	1	7	1	9

#### MINORITY REPRESENTATION IN RATIONING OFFICES ON NORTH WESTERN RAILWAY

**88. Seth Sukhdev:** (a) Will the Honourable the Railway Member be pleased to state the number of (i) Assistant Rationing Officers, and (ii) Food Inspectors communitywise, on the North Western Railway on (i) the 1st November, 1944, and (ii) on the 21st February, 1946?

(b) What are the reasons for increase in numbers of certain communities, and what steps do Government propose to take to see that no community receives undue advantage?

**The Honourable Sir Edward Benthall:** (a) I lay on the table a statement giving the required information:

—		Anglo-Indians and Europeans	Muslims	Hindus	Sikhs	Total
(a) (i) On 1st November, 1944						
(i) Assistant Rationing Officers.	Rationing	1	3	1		5
(ii) Food Inspectors .		..	3	2		5
(a) (ii) On 21st February 1946						
(i) Assistant Rationing Officers.	Rationing		3	2	1	6
(ii) Food Inspectors . .		..	2	2	..	4

(b) The figures do not reveal any significant changes in the numbers of certain communities, or that any community is receiving an undue advantage.

#### RELEASE OF COTTON YARN FOR HAND-LOOMS

**89. Mr. Sasanka Sekhar Sanyal:** Will the Honourable Member for Industries and Supplies be pleased to state what steps Government have taken towards implementing the resolution regarding release of cotton yarn for the use of

handlooms adopted by the House on the 31st January, 1946, namely the one which was moved by Syed Ghulam Bhik Nairang to which certain amendments were moved in the matter of Cotton Yarn?

**The Honourable Mr. A. A. Waugh:** The resolution in question made two specific recommendations: (a) that Government should immediately compel cotton textile mills to release at least one-third of the yarns manufactured by them for the use of handlooms, and (b) that Government should prohibit all export of cloth and yarn for some time to come.

The recommendation at (a) would, if adopted, result in a rise in cloth prices, a decrease in cloth production and, unemployment among mill labourers. The unemployment of mill labour would be about 13 per cent. and might lead to unrest amongst the remainder, so that even the existing supplies of yarn to handloom weavers might be jeopardised.

The cost of production of handloom cloth is much higher than that of mill-made cloth, and the wastage of yarn is also greater. The price of handloom cloth is much higher than the poorer classes of consumer can afford, and more difficult to control. The rate of production of cloth on handlooms is slower than mill production, and the measure suggested in (a) of the resolution would have the effect of reducing, for many months the inadequate amount of cloth at present available for consumption. In existing circumstances Government feel unable to accept this part of the Resolution.

Total prohibition of exports of cloth and yarn would mean going back on the existing agreement to an allocation of 400 million yards of textiles to countries east of Suez, to which India is and can at present be the only supplier of cloth. Such global allocation of cloth cannot be denied without a weakening of India's case for a global allocation of foodstuffs to guard against the threatening food conditions. Some of these exports are required to support imports of foodgrains, as from Burma and Siam. Other exports are intended to maintain the economy of neighbouring countries like Nepal and Afghanistan, whose breakdown would have repercussions in India. Still other exports are necessary to maintain India's foothold in her old markets and in the new ones opening to her as a result of the disappearance of Japan as a textile exporting country. The prohibition of exports would add only one yard per head to the present average *per capita* available of 13 to 14 yards. Government are of the view, that instead of total prohibition it is preferable to cut exports down to the lowest figure possible on these considerations.

Government agree with the spirit of the resolution and are therefore, planning the expansion of India's textile industry in such a manner as to ensure that the number of new spindles installed exceeds the number of new looms to an extent that will provide sufficient "free" yarn for handloom weavers. The possibility of importing yarn, particularly of artificial silk, is also engaging attention.

#### SAINTHIA-BERHAMPORE LINE PROJECT

**90. Mr. Sarsanka Sekhar Sanyal:** (a) Will the Honourable the Railway Member be pleased to state whether the Sainthia-Berhampore Line is one of the live projects?

(b) How far has the project been pushed through?

(c) Is there a chance of the line being operated for traffic in the course of the next three or four years?

**The Honourable Sir Edward Benthall:** (a) This project has been approved for investigation.

(b) The Survey will be taken in hand as soon as staff is available.

(c) The decision whether to construct the line or not will depend on the results of the survey and until this decision is taken, it is not possible to say when the line will be opened for traffic.

## PUBLIC TRANSPORT PILOTS LICENCE "B"

**91. Mr. Krishna Chandra Sharma:** (a) Will the Secretary for Posts and Air be pleased to state whether a Public Transport Pilot's Licence "B" issued by Britain is recognised in India by the Director of Civil Aviation? If not, why not?

(b) What is the number of solo flying hours required to gain a Public Transport Pilot's Licence in Britain, United States of America, South Africa, Canada, New Zealand, Australia and India?

(c) Why is the difference?

**Sir Gurunath Bewoor:** (a) A Public Transport Pilot's Licence (Licence B) issued in Great Britain is recognised as valid in India for the purpose of flying British Registered aircraft in India. The Central Government has power to treat such a licence as valid for flying Indian Registered aircraft in India. If the holder of a B licence issued in Great Britain applies for the issue of a corresponding licence in India, the Central Government has power to exempt him under the Indian Aircraft Rules, 1937, from all the tests prescribed by these rules for the grant of the licence except the examination in Indian legislation pertaining to Civil Aviation and Notices to Airmen. He must however have completed the flying experience required under the Rules.

(b) The number of solo flying hours prescribed for the issue of a B licence in Great Britain, South Africa, Canada, New Zealand and Australia is 100 and in the United States of America and India 200.

(c) The difference in the standards is based on what the respective countries consider to be the minimum necessary before a pilot can be entrusted safely with the lives of passengers.

## GROUND ENGINEERS' LICENCES

**92. Mr. Krishna Chandra Sharma:** (a) Will the Secretary for Posts and Air please state whether Ground Engineers' Licences issued in Britain are recognised in India? If not, why not? If so, are they endorsed as restricted?

(b) Are such licences renewed here? If so, why?

(c) How many Indian and European holders of British Licences applied for Indian licences separately since the beginning?

(d) How many persons' licences were restricted, and how many of them were Indians and Britishers, giving details separately?

(e) Why were they endorsed as restricted?

**Sir Gurunath Bewoor:** (a) Ground Engineer's Licences issued by the British Air Ministry are recognised in India and an Indian Ground Engineer's Licence of the same scope is issued if the holder is employed on civil registered aircraft. Such licences are not restricted in any manner.

(b) Yes, under the terms of an agreement with the Air Registration Board, London.

(c) and (d) The information is not readily available and its collection would involve an undue amount of time and labour incommensurate with the value of the results.

(e) Does not arise in view of the reply to part (a).

## PILOTS' LICENCES

**93. Mr. Krishna Chandra Sharma:** (a) Will the Secretary for Posts and Air please state how many took Pilot "A" licences in India since the beginning, and how many became "B" Pilots, and how many did not renew their "A" licences?

(b) How many were medically found unfit for 'B' licences, stating numbers and names? And how many Britishers were found unfit?

**Sir Gurunath Bewoor:** (a) The total number of persons in India to whom 'A' Licences have been granted so far is 1,493. Of these 109 subsequently qualified for 'B' Licences. 1,405 'A' licences have not been renewed.

(b) I regret the information asked for is not available.

## PILOT'S LICENCES

**94. Mr. Krishna Chandra Sharma:** (a) Will the Secretary for Posts and Air please state whether the Pilot's licences issued by United States of America, South Africa, Australia, New Zealand and Canada are recognised in India? If not, why not?

(b) Are the Indian licences issued to holders of such licences on application, or are they required additional flying experience? If so, why?

(c) Are they given Indian licences automatically here; if not, what is the position?

(d) Are the solo flying hours put in by an applicant for a Pilot's licence in foreign lands recognised; if so, why has the Director of Civil Aviation refused to recognise solo flying hours put in by an applicant in Japan?

**Sir Gurunath Bewoor:** (a) Under the Indian Aircraft Rules, 1937, the Central Government is empowered to treat as valid in India a licence which has been issued by the duly competent authority in any part of His Majesty's Dominions outside British India or in any foreign state.

(b) A person who possesses a current licence issued by a State which is a party to the International Convention for Aerial Navigation signed in Paris, may be exempted, for the purpose of the issue of a corresponding licence in India, from the flying tests and technical examination prescribed for the grant of such a licence other than the examination in Indian legislation relating to civil aviation. He must however fulfil the requirements in respect of flying experience prescribed by the Indian Aircraft Rules.

(c) They must submit applications and must fulfil the conditions prescribed for the grant of Indian licences.

(d) The reply to the first part of the question is in the affirmative. It is not possible to give a reply to the second part unless details of the case which the Honourable Member is referring to are given.

## GROUND ENGINEERS' LICENCES

**95. Mr. Krishna Chandra Sharma:** Will the Secretary for Posts and Air please state whether the aircraft factory certificate or experience gained in Germany, Japan or other allied countries is counted as valid when an applicant applies for Ground Engineers' Licences? If so, which countries' experiences are held as valid?

**Sir Gurunath Bewoor:** Practical experience gained in aeronautical engineering in other countries by applicants for Indian Ground Engineers' licences is counted for the purpose of the tests prescribed by the Indian Aircraft Rules, for the issue of such licences.

## RECRUITMENT OF STAFF FOR EXPANSION OF CIVIL AVIATION

**96. Mr. Krishna Chandra Sharma:** (a) Will the Secretary for Posts and Air please state how many persons have been taken up for civil aviation expansion by the Civil Aviation Directorate? Of these how many have been taken up for administrative work and how many for technical work?

(b) What are the qualifications and experience in aviation of the above employees and how many of them are Indians?

(c) How many Britishers and other foreigners have arrived and how many are coming? What are their qualifications and experience in Civil Aviation?

(d) What is the method of recruitment of these officers?

(e) What are their pay, allowances and details of terms?

**Sir Gurunath Bewoor:** (a) Three officers so far been newly recruited for the reorganised Civil Aviation Department. Their appointments involve a combination of administrative and technical duties.

(b), (c) and (e) A statement showing the qualifications and experience of the persons and their pay and allowances, is attached. None of them is Indian.

(d) They were recruited by selection in the United Kingdom on contract for specific periods.

*Statement*

**Air Vice Marshal Sir E. A. B. Rice—Deputy Director General, Aircraft Operation.**

Terms of appointment	Qualifications and experience
On contract for five years on a fixed consolidated pay of Rs. 2,500 p.m. (less 10% as he is in receipt of an Royal Air Force pension).	Sir Edward Rice, Deputy Director General (Aircraft), has 32 years' experience of aviation in the Royal Flying Corps and the Royal Air Force. His experience of flying operations ranges over France and Belgium 1914-1919, Iraq 1920-22, Egypt 1929-34 and Coastal Command 1935-38. Transferring to Bomber Command in 1938 he took part in the bombing offensive against Germany. In 1941 he organised in West Africa the air reinforcement of the Forces in North Africa at a critical stage in the war. At the end of the European war, after commanding No. 1 Group, Bomber Command, he commanded a Training Group to train crews for the Japanese War. He was knighted (K.B.E.) this year for his distinguished services in the Royal Air Force.

**Air Commodore E. I. Bussell—Director of Training and Licensing.**

Terms of appointment	Qualifications and experience
On contract for 5 years on a fixed consolidated pay of Rs. 2,000 p.m. (less 10% as he is in receipt of a pension from His Majesty's Government).	Air Commodore E. I. Bussell, Director of Training and Licensing was largely responsible in the early years of the war, for the enrolment and training of officers and men of the Royal Indian Air Force. He is a graduate of the Royal Air Force Staff College and has outstanding experience in air training, having served six years at the British Air Ministry, five years at Air Headquarters, India, and recently commanded a Training Base in England.

**Mr. J. P. Jeffcock—Director of Communications.**

Terms of appointment	Qualifications and experience.
On contract for 3 years on a fixed consolidated pay of Rs. 2,000 p.m.	Mr. J. P. Jeffcock, M.I.E.E., Director of Communications has for the past ten years taken a prominent part in the development of Aeronautical Radio Communications and is himself a keen pilot. During the war, he was seconded by the Air Ministry to the Ministry of Aircraft Production to assist in the development of Radar. He was the organiser and first head of the Central Radio Bureau, formed for the dissemination within the British Commonwealth and the United States of America of information on Radio Research and development. In January 1943, he was selected for planning the application of war-time technique to Post-War Civil Aviation. As a member of the Civil Aviation Radio Advisory Committee to the Minister of Civil Aviation and of the United Kingdom delegations to five Commonwealth and International Conferences on Radio for Civil Aviation, he brings to India an exceptionally wide knowledge of the subject.

**SIR FREDERIC TYMMS, DIRECTOR OF CIVIL AVIATION**

**97. Mr. Krishna Chandra Sharma:** (a) Will the Secretary for Posts and Air please state what were the qualifications and experiences of Sir F. Tymms when he came out as Director of Civil Aviation?

(b) What was the salary he was getting before he joined as a Director of Civil Aviation?

(c) How many times has Sir F. Tymms accepted private jobs while he was connected with the Directorate?

(d) What pay he is getting?

(e) Does he get any private income directly or indirectly from air line-operators?

**Sir Gurunath Bewoor:** (a) A statement giving the necessary information is attached.

(b) The information is not readily available.

(c) Sir Frederick Tymms has on no occasion accepted a private job while employed in the Civil Aviation Directorate in India. His services were lent by Government to Tata Air Craft Ltd. from the 31st March, 1942 to the 4th June, 1943 solely in the interest of the War effort.

(d) Rs. 3,500 per mensem.

(e) No, and Government must strongly repudiate the implied suggestion in this question.

#### Statement

The qualifications of Sir Frederick Tymms before he joined as Director of Civil Aviation were his administrative experience and experience of Aviation. The following is a statement of his experience and qualifications :

Commissioned War Service—1915-1919.

Commissioned in Royal Flying Corps—1917.

Decorations :

Military Cross.

Chevalier of the Order of the Crown.

Belgian Croix de Guerre.

1918 British Aviation Mission to the United States of America.

Training and organising American Air Service in air observation.

1919 Instructor in Air Navigation at the Royal Air Force school of Navigation.

1920-27 Technical Officer in the Civil Aviation Department of the Air Ministry.

1924 Commanded the Air Section of the Oxford University Arctic Expedition to Spitzbergen.

Member of the Air Survey Committee, Great Britain.

Part Author of "Flying for Air Survey Photography".

Air Ministry Chief Examiner in Navigation for Pilots and Navigators' licences.

Part Author of "Commercial Air Transport".

1927 Appointed Air Ministry Superintendent of the Egypt, India air service.

1928 Seconded to the Government of the Sudan, Kenya, Uganda, and Tanganyika to survey and organize air routes, including the Cape to Cairo air route, and to organize the administration of civil aviation.

1928-31 Chief Technical Assistant to the Director of Civil Aviation, Air Ministry.

1929-30 Air Ministry Representative on the Commission to Africa, to survey, organize and negotiate the Cape to Cairo Air route.

Fellow of the Royal Aeronautical Society.

Holder of 1st Class Air Navigator's licence, and Pilot's "A" licence.

Author of a number of scientific papers on Navigation, Air Survey, Meteorology, and other technical Aviation subjects.

#### DEPUTY DIRECTOR GENERALS OF CIVIL AVIATION

**98. Mr. Krishna Chandra Sharma:** (a) Will the Secretary for Posts and Air please state who are Deputy Director Generals of Civil Aviation?

(b) What is their nationality?

(c) What are their qualifications and experiences?

(d) What pay and allowances each one of them draws?

**Sir Gurunath Bewoor:** (a) Lt. Commander W. H. Watt and Air Vice Marshall Sir Edward Rice.

(b) British.

(c) A Statement giving the necessary information is attached.

(d) They are getting pay on the following rates plus usual allowances admissible under the rules and orders of the Government of India.

Lt.-Commander Watt—Rs. 1,950 p.m. plus £13-6-8 Sterling Overseas pay in the scale of Rs. 1,950—100—2,250 plus £13-6-8 O.S.P.

Air Vice Marshall Sir Edward Rice—Rs. 2,500 p.m. less 10 per cent. on account of his being in receipt of an Royal Air Force pension.



## Statement

*Air Vice Marshall Sir Edward Rice, K.B.E., C.B., M.C., Deputy Director-General (Aircraft).*—Sir Edward Rice, Deputy Director-General (Aircraft), has 32 years' experience of aviation in the Royal Flying Corps, and the Royal Air Force. His experience of flying operations ranges over France and Belgium 1914-1919, Iraq 1920-22, Egypt 1929-34 and Coastal Command 1935-38. Transferring to Bomber Command in 1938, he took part in the bombing offensive against Germany. In 1941 he organized in West Africa the air reinforcement of the Forces in North Africa at a critical stage in the war. At the end of the European War, after commanding No. 1 Group, Bomber Command, he commanded a Training Group to train crews for the Japanese War. He was knighted this year for his distinguished services in the Royal Air Force.

*Lt.-Commander W. H. Watt, O.B.E., R.N.R. (Retd.).—Deputy Director-General (Airways and Aerodromes).*—Wide experience for over 10 years in the Royal Navy and the Royal Naval Air Service, from which he retired in 1924, with the rank of Lieutenant Commander. First appointment in India Officer-in-Charge, Royal Airship Base and Karachi Air Port, 1930; appointed Chief Aerodrome Officer on 1st March 1935; appointed officiating Director of Civil Aviation in India, 3rd July 1940, to 13th November 1940 and 31st March 1942, to 6th January 1945; appointed officiating Deputy Director of Civil Aviation from 8th November 1945 to 30th November 1945; appointed Deputy Director General of Civil Aviation (Airways and Administration Division), from 1st December 1945.

## DIRECTOR OF CIVIL AVIATION

**99. Mr. Krishna Chandra Sharma:** (a) Will the Secretary for Posts and Air please state how many Directors of Civil Aviation there are in India and how many of them are Indians?

(b) How many of them are qualified in aviation?

(c) What is the salary and allowance of each?

**Sir Gurunath Bewoor:** (a) Six posts of Directors have been newly sanctioned in the headquarters organisation of the Civil Aviation Directorate. Four of them have been filled so far, and none of the incumbents is Indian.

(b) All the four Officers so far appointed are highly qualified in aviation.

(c) Two of the Directors have been appointed on contract on a consolidated pay of Rs. 2,000 p.m. (subject to a reduction of 10 per cent. where the officer is in receipt of a Royal Air Force pension). The other two posts have been filled by promotion of officers within the Directorate. They are receiving pay at the minimum of the scale of Rs. 1,300—100—1,700 plus £30 Sterling Overseas Pay. The officers are also entitled to the usual allowances admissible under the rules and orders of the Government of India.

## DEPUTY DIRECTORS OF CIVIL AVIATION

**100. Mr. Krishna Chandra Sharma:** (a) Will the Secretary for Posts and Air please state how many Deputy Directors of Civil Aviation there are in India?

(b) How many of them are Indians?

(c) What salary and allowances each one of them is getting?

**Sir Gurunath Bewoor:** (a), (b) and (c). Seven posts of Deputy Director have been sanctioned for the headquarters organisation of the Civil Aviation Directorate. Only one of them has so far been filled and the incumbent is an Indian. He is drawing pay at the minimum of the scale Rs. 1,000—50—1,250 p.m. He is entitled to the usual allowances admissible under the rules and orders of the Government of India.

## OFFICERS OF RANKS OF DIRECTOR, DEPUTY DIRECTOR AND DEPUTY DIRECTOR GENERAL OF CIVIL AVIATION

**101. Mr. Krishna Chandra Sharma:** (a) Will the Secretary for Posts and Air please state how many other officers are employed who are equal in status as to pay to the Director, Deputy Director and Deputy Director General of Civil Aviation?

(b) How many of them are Indians and foreigners mentioning details of nationality of each?

**Sir Gurunath Bewoor:** (a) Apart from the posts of Deputy Director General, Directors and Deputy Directors, the following three posts, which correspond to the post of Deputy Director, have been sanctioned for the headquarters organisation of the Civil Aviation Directorate:

- One Chief Administrative Officer.
- One Chief Inspector of Accidents.
- One Research and Development Officer.

(b) Only the post of Chief Administrative Officer has so far been filled and the incumbent is an Anglo-Indian.

**MANAGEMENT OF WOULD-BE "INDIAN WESTERN AIRWAYS LTD." AND "INDIAN EASTERN AIRWAYS LTD."**

**102. Mr. Krishna Chandra Sharma:** Will the Secretary for Posts and Air please state:

(a) The name of the Company to whom Government intend to give the management of the would be "Indian Western Airways Ltd." and "Indian Eastern Airways Ltd."; and

(b) the names of four Companies mentioned by Government in the internal Post-War Air Transport Plan?

**Sir Gurunath Bewoor:** (a) The Honourable Member is apparently referring to the proposals made for the operation of air services from India to countries abroad. These proposals are still under the consideration of Government and it will be some time before they arrive at a decision on the question of the precise commercial organisation for carrying out the operations.

(b) Licences for the operation of both internal and external air transport services in India will be granted by the Air Transport Licencing Board. The question of Government giving the management of air services to any particular companies does not therefore arise.

**AIR TRANSPORT LICENSING BOARD**

**103. Mr. Krishna Chandra Sharma:** (a) Will the Secretary for Posts and Air please state whether it is a fact that the Air Transport Licensing Board has been formed? If not when will it be formed?

- (b) Who are its members?
- (c) Will it be formed with the approval of both the Houses?
- (d) What are the rules which will govern the Licensing Board?
- (e) Will it be totally of officials or non-officials also will be taken up?
- (f) Will the Provinces get a place on it? If not, why not?

**Sir Gurunath Bewoor:** (a) The Air Transport Licensing Board has not yet been constituted. Government are taking steps to constitute it shortly.

(b) Does not arise.

(c) The Air Transport Licensing Board will be constituted by the Central Government in accordance with the statutory provisions I have referred to. The question of approval by the Legislature does not arise.

(d) The Honourable Member is referred to the rules published with the posts and Air Department's Notification No. 11-M(A)/-1-46, dated the 23rd January, 1946.

(e) The appointment of non-officials as members of the Board is not ruled out.

(f) The reply to the first part of the question is in the negative. As regard the second part, the Honourable Member is referred to the reply which I gave on the 5th March, 1946, to part (c) of starred question No. 665, put by Mr. Manu Subedar.

**ACTIVITIES OF DIRECTOR OF CIVIL AVIATION AGAINST CERTAIN FLYING CLUBS**

104. **Mr. Krishna Chandra Sharma:** (a) Will the Secretary for Posts and Air please state whether Government are aware that whenever a flying club fell in popular hands, the Director of Civil Aviation threatened to stop subsidy to the club?

(b) Is it a fact that at each flying club Government representatives on the committee are non-Indians?

(c) What are the aeronautical qualifications of such representatives?

(d) Why are Indians not appointed?

(e) Are Government aware that the D.C.A. appointed at Bombay an *ad hoc* Committee of the flying club and asked elected members to resign? Under what rule did he do that?

**Sir Gurunah Bewoor:** (a) and (b) No.

(c) A statement is attached.

(d) Does not arise.

(e) The statement in the first part of the question is not correct. The latter part does not therefore arise.

*Statement*

Name of the Club	Name of Government Representative
Bihar Flying Club, Ltd., Patna	(1) Commissioner of Patna Division Ex-Officio. (2) Mr. Y.A. Godbole, C.S.I., I.C.S. (Second member by name.)
Bombay Flying Club, Ltd., Bombay	(1) Mr. R. G. Higham, M.I.E.E., J.P., Secretary Public Works Department. (2) Mr. D. M. Langford, Aircraft Inspector, Bombay.
Karachi Aero Club, Ltd., Karachi	• Mr. D. Chakraverti, Chief Aerodrome Officer, Civil Aviation Directorate.
Madras Flying Club, Ltd., Madras	• Mr. S.W.C. Dunlop, I.C.S. Under Secretary, Government of Madras.
Northern India Flying Club, Lahore	• Mr. Harnam Dass Bhano., C.S.I., C.I.E., I.C.S., Chief Secretary to the Government of the Punjab.
<i>Clubs not functioning at present—</i>	
Bengal Flying Club, Ltd., Dum Dum	• Mr. P. D. Martyn, I.C.S., Deputy Secretary to the Government of Bengal.
U. P. Flying Club, Ltd., Cawnpore	• Mr. L. P. Hancox, O.B.E., I.C.S.
Delhi Flying Club, Ltd., New Delhi	• Mr. Bhagat B. Lal, Technical Officer (Licences) Civil Aviation Directorate.

**PRIVATE OWNERSHIP OF AEROPLANES FROM U. S. A.'s DISPOSALS**

105. **Mr. Krishna Chandra Sharma:** (a) Will the Secretary for Posts and Air please state how many aeroplanes Government have bought from U.S.A.'s Disposal?

(b) What is the carrying capacity and the price paid for each? How many hangars Government have bought, how many of the hangars are unpacked and how many of them are erected? What price Government have paid?

(c) Why have Government stopped public from buying planes from U.S.A. Disposals and why are Government coming in the way of deliveries?

(d) Why are Government not giving permission for fuel for these private planes?

(e) What is the motive of the D.C.A. in stopping people to own aircrafts?

(f) Why are Government coming in the way of flying clubs and their members in buying these two seater small planes?

**Sir Gurunath Bewoor:** (a) and (b). The information is being collected and will be laid on the table of the House in due course.

(c) Under the disposals agreement between the Government of India and the United States authorities, no purchase of surplus aeroplanes can be made by the public directly from the United States Liquidation Commission. Purchases can however be made from the Disposals Directorate of the Government of India through the Director General of Civil Aviation.

(d) Fuel permits are being issued to private owners but on account of the general shortage of petrol in the country, the amounts must necessarily be restricted.

(e) and (f). Do not arise.

#### STEPS TO POPULARISE CIVIL AVIATION IN INDIA

**106. Mr. Krishna Chandra Sharma:** (a) Will the Secretary for Posts and Air please state whether the Director of Civil Aviation is aware that his nominated *ad hoc* Committee for B.F.C. which has now captured the club and is so called elected has framed such rules as to make entrance to the membership two times costly?

(b) What particular steps has the Director of Civil Aviation taken to popularise Civil Aviation in India since his arrival?

**Sir Gurunath Bewoor:** (a) The Director General of Civil Aviation is aware that in 1944 the Committee of the Bombay Flying Club altered the rules relating to entrance subscription and monthly subscription. It is not correct to say that the Committee was nominated by the Director General of Civil Aviation in India.

(b) The Honourable Member is referred to the annual reports on the Progress of Civil Aviation in India which detail the measures taken by the Director General of Civil Aviation in India to popularise civil aviation in India.

#### GLIDING EXPERT IN CIVIL AVIATION DEPARTMENT

**107. Mr. Krishna Chandra Sharma:** Will the Secretary for Posts and Air please state:

(a) who is the Gliding Expert in the Civil Aviation Department;

(b) his qualifications in gliding and soaring;

(c) who looks after gliding activities in India;

(d) how many Indians have gliding qualifications in India and their names; and

(e) how many were trained in India?

**Sir Gurunath Bewoor:** (a) No specific glider expert is employed in the Civil Aviation Directorate.

(b) Does not arise.

(c) The Director General of Civil Aviation in India.

(d) No records are maintained but Mr. F. H. Irani is known to be qualified and some others are known to have had training in Europe.

(e) None.

#### POST-WAR PLANS OF CIVIL AVIATION DIRECTORATE

**108. Mr. Krishna Chandra Sharma:** Will the Secretary for Posts and Air please state whether Government propose to furnish details of past gliding activities in India and Post-War Plans of Civil Aviation Directorate for the consideration of demands for grants?

**Sir Gurunath Bewoor:** A summary of gliding activities in India in the past and the Government of India's proposals for the fostering of gliding in the post-war period are given in the booklet entitled 'Aeronautical Training and Education', a copy of which is available in the Library of the House.

## CERTAIN INDIVIDUALS SERIOUSLY INJURED IN GLIDERS

**109. Mr. Krishna Chandra Sharma:** (a) Will the Secretary for Posts and Air please state whether any one was seriously injured in gliders? If so, who is he, and when and where he was injured?

(b) Was the injured qualified?

(c) Why was he flying a glider?

(d) What has happened to the injured?

**Sir Gurunath Bewoor:** (a) Captain B. S. Leete, a Technical Officer of the Directorate of Civil Aviation, met with an accident while flying a glider on the 22nd of January, 1942, at Poona, which resulted in severe injuries involving fracture of his facial and nasal bones and of the lower jaw followed by the loss of both eyes.

(b) Captain Leete was a fully qualified and very experienced air pilot. He had, however, not previously flown the glider in which he met with the accident.

(c) He was flying the glider as part of his official duties, as he was in charge of all flying training activities including those in connection with the Indian Gliding Association.

(d) As a result of the injuries he was invalided from Government service and awarded an injury pension and gratuity.

GENERAL BUDGET—LIST OF DEMANDS—*contd.*SECOND STAGE—*contd.*DEMAND No. 11—EXECUTIVE COUNCIL—*contd.**Delay in Derequisitioning of Property and in Settling Claims—contd.*

**Mr. President:** Cut Motion No. 2—that was under discussion—requisitioning of property.

I might inform the Honourable Member that we had twenty minutes: now we have only nineteen. It would be better if he makes his speech as short as possible because there are one or two other members who would like to speak.

**Mr. Manu Subedar** (Indian Merchants' Chamber and Bureau: Indian Commerce): When the House broke up that day I was trying to call upon the Government to reflect what are the causes of the unpopularity of the army in this country with the common people and whether the Government knows that priority with regard to army matters ought to be very seriously revised. During the war period the army took coal, they took cloth, they took food, they took transport and lastly they took the accommodation, *i.e.*, the living room. This has created a lot of heart-burning and I have been urging in this House that Government should very seriously revise these priorities now that peace is restored and let the civil population now have the conveniences of which they have been forcibly deprived during the war.

With regard to requisitioning, owing to the limitation of time, I am not free to go into the scandals—I use the word 'scandals' deliberately,—which has been associated with this. There is the process of requisitioning. Lands and buildings have been taken. People have been thrown out of them. No warning was given. There are incidents connected with the acquisitions which are not very commendable to Government.

Then, Sir, there is the question of the determination of the rights of the tenant and the landlord. In this also there has been a lot of muddle. There is the question of repairs to property which Government have acquired and in this, too, Government have done a lot of *jabardasti* and taken wrong decisions.

Then there is the question of claims. On this I am not free to go into details but my friend, Prof. Ranga, has brought to my notice an outstanding case in South Kanara where 8,000 acres were taken from 1,000 families. Compensation

[Mr. Manu Subedar]

was awarded on a very small scale and even when the Government arbitrator raised the compensation in the case of 200 families, all these people were forced to accept the lower rate of compensation. It does not do for a big Government to adopt measures which are harsh and to adopt measures which are not fair, and in their dealings with the civil population, either by themselves or through the Provincial Governments, whose assistance they avail themselves of, to adopt ways and means which will not be regarded as fair by the civil population.

Then, Sir, I have pointed out in this House during the last Session, the discrimination which the military exercised in the City of Bombay with regard to the acquisition of the Indian Gymkhanas—the Hindu, the Parsi and the Muslim Gymkhanas. But the so-called European—I think they had better call themselves British, otherwise the Germans and Russians will claim a share—Gymkhana was not acquired. Even now, so many months after the war these amenities which were taken away from the civil population for reasons which we have regarded as very inadequate, have not been restored and I understand the reason for this is very peculiar. I understand there are a number of Ak-Ak sites on these properties.

**Sir Cowasjee Jehangir** (Nominated: Non-Official): What is Ak-Ak?

**Mr. Manu Subedar:** Anti-Aircraft sites. These sites are not worth a few rupees in themselves. But there is no authority in Bombay that can deal with the removal of these sites. I am told that it is G.H.Q. alone here who are competent to do so, but G.H.Q. cannot be woken up within a matter of months. This is a perfect scandal. It may be that during the emergency of the war you had some requirements and you availed yourself of them. But at present an absolute priority should be on the issue how to derequisition and how to meet the demands and requests of the civil population.

**Sir Cowasjee Jehangir** (Nominated: Non-Official): What about the Contracts?

**Mr. Manu Subedar:** That is another scandal which my friend points out in the sense that the contracts were long drawn out and I do not know whether they are going to terminate them soon. But public money which is being spent now ought to be stopped. It costs Rs. 65 lakhs a year in Bombay City alone and therefore I assume it must be of the order of three to five crores of rupees. The Honourable the War Secretary has not given us the figures though he was requested to do so.

It is not merely the military; it is the Central Government and the Provincial Government who are also now stepping in, expanding their departments and requisitioning properties so that the taxpayer and the common citizen is thrown from one fire into the other. I say it is the duty of these public authorities to build buildings for themselves or do something by which they do not trespass on the popular requirements of the civil population. I do not know why the military should have their offices in Hornby Road and their residences in Malabar Hill, i.e., best parts of the city. That is to say nothing less than the best is good for my military friends. Why cannot the military department go to Colaba or Santa Cruz? That is to say a little further out where they have extensive property and accommodation. Why should they still continue to cause inconvenience and grave dissatisfaction to the civil population? It is merely incompetence and inefficiency, if I may say so, without serious disrespect. But the military authority is a by-word for waste, for duplication, for misdirection of public funds and for complete and utter connivance at public inconvenience. They do not care. They feel that they are above all law and authority. I say, even if we have a military Viceroy, in fact all the more, because we have in Lord Wavell a sympathetic military Viceroy it is necessary that the conveniences and the demands of the civil population should be met and should be very promptly met. One word more.

All these requisitionings should come to an end automatically six months after the war. This Government is coming to this House for power. I for one would never vote for any power to be placed in the hands of these men who have

abused the powers placed in their hands under the Defence of India Rules and I feel that before they come to us for further power, let them come with clean hands. Let them undo what they have done.

The Honourable the War Secretary gave us the figures the other day. The figures were up to the 31st December, not 30th November, as he said, in reply to a question of mine. Out of 159 lands and 412 buildings which were requisitioned in Bombay only 25 plus 2 that is 27 properties were derequisitioned till the end of December. This is a rate of derequisitioning which does not speak for very great competence or assiduity or care and interest in public complaints on the part of the military.

One word of warning, Sir, namely that this vast expenditure must now be stopped, that the military should remove their offices and their departments a little outside. They have still the control of petrol. They have absolute priority and we have seen their officers wasting public petrol for private purposes. They have still the control of communications. Why do not they remove themselves from the best residential parts of Bombay and the best office quarters of Bombay and take themselves a little outside and do whatever they want to do there?

I support this motion.

**Mr. Ahmed E. H. Jaffer** (Bombay Southern Division: Muhammadan Rural): Sir, I heartily support the cut motion so ably moved by my Honourable friend Mr. Lawson. May I bring to your notice that the military authorities are still trying to requisition houses and properties. The powers vested with the District Magistrates under the Defence of India Rules, I submit, should be immediately withdrawn. Recently, the district magistrate, Poona, served an order on the landlord of a property in Poona, threatening, and asking him to hand over the property without any rhyme or reason, for the use of an officer. He did not say that the property was being requisitioned. He writes a letter threatening that his property should be handed over immediately for the use of a certain officer. This is nothing but highhandedness and the Defence of India Rules which have been misused by the District Magistrates in the past and are being misused even now, should be stopped forthwith. Having slept all through the war the District Magistrate of Satara has just issued orders to the landlords of properties in Panchgani and Mahableshwar bringing rents of properties under control. I submit that this is an afterthought. This thing should stop forthwith.

The other day Mr. Mason in reply to a question said that the percentage of properties derequisitioned in the Southern Command was 7.2 per cent. Coming as I do from the Southern Command area, I submit that this is too low a percentage. Immediate instructions should be issued to the military authorities in the Southern Command area that the derequisitioning should be accelerated as much as possible. The rate of derequisitioning in the Northern Command is 24.5 per cent. and I do not see any reason why properties in Poona and Bombay should not be derequisitioned and handed over to the landlords. In handing over the properties to the landlords, I would suggest that first preference should be given to those tenants who were de housed as a result of the requisitioning. The landlords should have the next preference.

The Government of Bombay have a rule that in regard to any property that lies vacant in Bombay, the Government of Bombay should have the first preference. The landlords have to intimate about their properties when getting vacant to the Government of Bombay, and even a tenant before subletting his building should notify to the Government of Bombay. Now that the war is over, I submit that this rule should be withdrawn.

Similarly, on the question of lands, the Honourable the Finance Member in his speech the other day mentioned the encouragement given for building activities. I submit that the lands which Government have taken over during the course of the war should be handed over immediately to the landlords so that they can go on with building activities. Lands which are lying vacant should also be handed over; you should also remove those houses which were built on lands acquired and hand the lands back to the landlords.

[Mr. Ahmed E. H. Jaffer]

With regard to hotel accommodation the Government have taken over several rooms in several hotels not only in Bombay but also in Delhi. I submit that they should be handed back so as to be available for the use of the public. As you know, in Hotels in Bombay in one room four people are put together, whereas a colonel or a brigadier has a suite of rooms, a bed room, and a sitting room. We have our difficulties in Delhi. We have a building here called the Western Court which was built mainly for the use of the Members of this House. We see that most of the rooms there are occupied by non-Members, and those available for the Members are only a few. If you are not lucky in the ballot you cannot get a suite of rooms. Speaking from my own experience, I can say that Members are occupying single rooms with their families. We have appealed to the Government without avail. I suggest that during the Assembly session the Members of the Assembly should have first preference with regard to accommodation in the Western Court. If there is any surplus accommodation in excess of the requirements of the Members of the House, that can be handed over to the military for their use.

With regard to the question of settling claims, unnecessary delay is caused. I also submit that Government is trying to profiteer in this respect. When it is a question of our properties, they say prewar levels of prices will be applicable. I know a piece of land in Poona of the Pocha which was requisitioned. When the question of settling claims came up, the owner of the land was informed that he will get prewar price. In the same vicinity in Korean Park the Government used to sell their own land at 9 annas per square yard. During the course of this war they are getting four times more and realised as much as Rs. 25,000 per plot, but to owners they won't pay current prices. When it is a question of paying us they say "We shall only pay you prewar prices". This is the justice that is meted out to the landlords.

I do not wish to take much of the time of the House. Sir, I support the motion on behalf of the Muslim League Party.

**Mr. P. Mason** (Government of India: Nominated Official): Sir, I have very little time for reply but fortunately I have some more information than I was able to give the other day. One point which I was asked the other day and to which I was not able to reply at the time was the total cost. The total annual cost, at present, of the property which has been requisitioned is rather over 9 crores. I said then that I was far from satisfied with the progress that has been made and, as the Honourable the Mover has said, by a simple process of arithmetic one can say that if we progress at the rate we did in December it will take something like four years to get rid of the property and we are therefore very far indeed from being satisfied with the progress we have made. I said before that I hoped that the process would be speeded up and I think it will increase month by month but particularly after April, as a result of the measures of decentralisation which I explained the other day.

One point made by the Mover was that we should not wait till all claims and disputes are settled but hand over the property straightaway and do the arguing afterwards. That is our policy to a certain extent. But it is necessary before handing the property over to get an agreed list of the alterations that have got to be made and the alterations that we have made and that is what constitutes the main difficulty, because that is a job which does need someone with experience and in fact it is a technical job. That is not a job which could not be done as the Honourable Member suggested by the Requisitioning Committee.

**Mr. Manu Subedar:** Why not use the practising architects of the city?

**Mr. P. Mason:** I do not know whether they will have the time to spare.....

**Mr. Manu Subedar:** They have all their spare time and they would be very glad to do this work.



**Mr. P. Mason:** We should be glad to consider using them. The Committee which the Honourable Member referred to consists of a number of representatives of other bodies and is only a part-time committee and will neither have the time nor the technical knowledge for this particular job.

**Mr. C. P. Lawson (Bengal: European):** Surely there are valuers on those committees.

**Mr. P. Mason:** If so, I am sure we should be glad to use them. I might mention, although I do not wish to suggest that the matter was not well handled before, that the old arrangement by which we had two departments—War and Defence—was not, in my opinion, quite so conducive to getting results as the present arrangements and it is only recently that those Departments have been unified and we have taken this over. With regard to hotels, which were mentioned just now, 43 per cent. of the accommodation we have has been handed back, and that also we are going on with as quickly as we can. Altogether I am not at all satisfied and I fully agree with most of what Honourable Members have said on that subject. But we are going ahead as fast as we can.

**Mr. Manu Subedar:** What about the Gymkhanas?

**Mr. P. Mason:** I do not know about that; I do not think the information which my Honourable friend gave can be quite correct.

**Mr. Manu Subedar:** It is the latest from the Standing Quartering Board.

**Mr. P. Mason:** If the property is valueless as he suggests there is no reason for its coming up to the G.H.Q., because it is only those cases where the cost involved is more than one lakh of rupees which come up to the G.H.Q., and in future cases of more than 5 lakhs.

**Mr. Manu Subedar:** But all demolitions come to G.H.Q.; that is our information.

**Mr. P. Mason:** I will find out and let the Honourable Member know about that particular case privately.

With regard to South Canara which he mentioned, I am afraid I have no information but I will find out that also and let him know. But I can say that if any one feels that he is not satisfied with the compensation offered he can always take the case to arbitration.

As to the question of contracts which was mentioned, the length of contracts is not holding cases up because, as the Honourable Member himself said later on in his speech, they are all arranged to end within six months of the termination of hostilities.

(The time allotted to the European Group for the Discussion of their Cut Motion was over at this stage.)

#### *Provision of Unemployment and Dearness Reliefs and Social Security Benefits to Central Government Employees*

**Mr. S. Guruswami (Nominated Non-Official):** Sir, I beg to move:

“That the demand under the head ‘Executive Council’ be reduced by Rs. 100.”

I wish on this motion to discuss the failure of the Executive Council to provide for unemployment relief, adequate dearness relief and social security benefits for the employees of the Central Government. In moving this motion I want to apply three tests by which any Executive Council—whether the present or the future—can be judged; and therefore I wish to raise three important issues which any Executive Council will have to tackle satisfactorily if they have to justify their existence. In the first place, I want to take up the question of unemployment relief. This is a matter which is the collective responsibility of the Executive Council. But I say that so far no steps have been taken by the Central Government to care for those who have worked for them all these years. They have taken an irresponsible attitude in the matter of granting

[Mr. S. Guruswami] relief, if at all. The little relief that has been provided is the giving of 12 days' pay for each year of service for daily-rated men and 20 day's pay for each year of service for monthly-rated men; and that is considered good relief. This Government ratified the Unemployment Exchange Convention of 1921; but when in 1938 the question was raised why this Government did not implement the provisions of that Convention; they instead of accepting responsibility denounced that Convention, with the result that today there is no machinery by which they can even maintain statistics for keeping a record of the number of persons who are unemployed. "On 22nd December 1945 Government issued a circular to various other Departments for furnishing information about the persons that are likely to be discharged as a result of retrenchment measures. I say, Sir, that the way in which this whole question of relieving the miseries of the unemployed has been tackled up to now is very reprehensible and this is a matter on which the future Government will be saddled with a series of labour disputes if no definite decision is taken here and now for relieving unemployment. Unless Government realise that they have a duty to maintain the unemployed, the situation which they will have to face in this country will be beyond the control of any responsible Executive Council. Not only that, I ask them whether they realise the sufferings of the unemployed. Shakespeare says, "You take my life when you take the means whereby I live". If this Executive Council has any sympathy with the workers of the country it is here that they have to show their *bona fide*, on the floor of this House. And I appeal to the Executive Council not to abdicate their responsibility in the matter of maintaining those who have become unemployed.

**An Honourable Member:** You are appealing in vain.

**Mr. S. Guruswami:** I hope it will not fall on deaf ears when they are succeeded by a popular Executive Council. I have to register my protest on behalf of the workers and peasants of this country, that no steps have been taken to provide adequate relief for the unemployed.

The second question is about dearness relief. Here in the Central Government they have different yardsticks by which they give relief to the different employees of their own Government. For the postal employees they have one standard, for the railwaymen another standard, for non-postal and non-railway employees a third standard, and for Port Trust employees who come under the financial control of the Central Government a fourth standard. This is a very iniquitous way of dealing with this question of dearness relief.

I am glad that the Executive Council decided to appoint an adjudication authority to go into the question of the new scales of pay for postal employees. The implication of that decision is not only that they should see that the standards which the men have lost by the introduction of the new scales are restored, but the adjudicator should also decide whether the men have got at least the pre-war standard of living. That is the meaning of the demand for dearness relief. And for officers there is no zonal distinction; whether they are in a rural or in an urban area they get their 17½ per cent as dearness allowance without any distinction at all. But so far as the low-paid staff are concerned, they are subject to zonal distinctions, pay distinctions and all different types of distinctions. All that I submit here is that if the Labour Department has to discharge its duty it should not be afraid of other Department. It should be the protector of the workers by appointing an adjudicating authority so that they may decide a formula by which there can be a decision on the proper compensation that should be given for the increase in the cost of living. The workers do not want to profiteer out of the present situation. What they want is that the low-paid workers should now at least get the pre-war standard of living, and that should be ensured by the appointment of a Standing Tribunal to go into disputes that may arise not only in various industries but also in various Departments of Government.

Thirdly, I want to deal with the question of social security. I do not want to deal with too many questions that would arise under this head. I want to deal with the present system of pensions and provident fund. Government have been maintaining the pension system on the principle that they have no obligation towards the families of those of their servants who die while in service or immediately after retirement from service. According to statistics which the Government Actuary produced in 1929, out of a hundred able-bodied men that enter Government service less than fifty live to earn their pensions; and out of these fifty many do not live for any number of years to receive the pension that is due to them under the existing rules. Belatedly they have extended the benefits of the subordinate pension rules to the inferior service employees; to that extent they have taken the right step. But what is the effect of this when they do not realise their obligation towards the orphans and the widows of Government servants who die while in service or soon after retirement? Therefore I want this Government not to ignore the claims of the widows and orphaned children of the Government servants. I want the pension system and the provident fund system to be so modified that adequate relief is given to these widows and orphans. In this connection, Sir, the Honourable the Railway Member will claim the provident fund system as a superior system. Here again I would invite his attention to the report of the Government Actuary made in 1929 where he said that the total benefits which the railwaymen get in the shape of provident fund contribution and gratuity benefits is less than the commuted value of pensions of Government servants who are under the pension system. Therefore whether or not a Government servant is on a pension system or a provident fund and gratuity system, the benefits are inadequate to maintain him while he is alive, must less to provide for his wife and children after his death. Therefore I want an improvement in the pension system and the provident fund system with due regard to the claims of the widows and the orphans of the employees of the Government. I do not want Government servants to be treated as a special class by themselves. Charity begins at home and if the Government of India, which is the largest employer of labour in this country have to persuade other employers to discharge their duties, they must set a good example. Unless they set a good example to their own servants, they cannot persuade other employers to do better. I have limited the terms of my Resolution practically to the Central Government servants because they constitute nearly two million men who with their dependents will exceed the population of many countries in Europe which are members of the United Nations.

All this requires money and more money. You cannot get out of it. You must discharge your responsibility by placing this as the first charge on the revenues, namely, the maintenance of a proper standard of living of the workers and providing them with adequate social security benefits. Unless you do so, you have failed in your duty to the workers of the country. I would in this connection refer to the speech which the Prime Minister, Mr. Attlee made in Washington about three months back. He said that the British workers who stood out against Fascist dictatorships all these years are not going to be beaten by economics. I appeal to the Executive Council in the way in which the President of the British Trades Union Congress appealed to the British Government: "Whatever you may lack, do not lack in courage to do justice to the workers." I ask the Executive Council to take immediate steps to provide for adequate unemployment relief, to provide for adequate dearness allowances relief and to provide for a modification of the existing pensionary and provident fund system, so that the widows and orphans will get relief if the bread winner of the family dies. With these words I commend my motion for acceptance of this house.

**Mr. President:** Cut motion moved:

"That the demand under the head 'Executive Council' be reduced by Rs. 100."

**The Honourable Dr. B. R. Ambedkar (Labour Member):** Mr. President, the object of this cut motion is quite clear from the notice which has been given by the Honourable Member. He proposes to discuss the failure of the Executive Council to provide for three specific matters which he has mentioned, namely, unemployment relief, adequate dearness allowance and social security benefits. The first point of comment that I would like to make with regard to this cut motion is this that if the cut motion was a general one, I have no doubt about it that it should have stood on a different footing but as the House will see the cut motion is restricted to the employees of the Central Government. And I venture to suggest that this is a very grave fault in this cut motion. I do not know whether it is the wish and the desire of the Honourable Mover of this cut motion that the Government of India should frame its policy with regard to the three matters that he has referred to in such a manner as to create a privileged class of workers in this country on no other account except that they happen to be employed by the Central Government.

In this country Government is not the only party that employs labour. There is a large amount of labour employed by private employers. As everybody in this House would agree the Government of India while framing its policy for the betterment of labour should frame it in such a manner that it should not create a privileged class on the one hand and an under privileged class on the other. The Government of India is not merely an employer of labour. It is a State. It is a Government and it has not only responsibility for those who are in the immediate employment of the Government of India. It has also a responsibility for labour in general. If therefore all these complaints which have been referred to by the Honourable Mover have to be dealt with by the Government of India, it is incumbent on the Government of India, as in duty bound, to frame its policy in such a manner that the policy shall benefit labour in general and not any particular class of labour.

Now Sir, my Honourable friend mentioned that the Government of India maintains various classes of allowances and salaries for different classes of its own employees. I confess that I am painfully aware of that fact but what I would like to ask is this—who is responsible for the gradation which one sees now in the scale of payment either of basic wage or of dearness allowance or of gratuity or any of the perquisites which the employees working under the Government of India are receiving today. I have no hesitation in saying that the fault entirely lies with the leaders of labour. Here we have got the Railwaymen's Federation. Any one who studies the policy of the Railwaymen's Federation, I think will agree with me that it has always taken a parochial view of its own interests. The Federation happens to be in control of a strategic service on which the essential life of the community depends and they use that position for the purpose of coming down to the Railway Department and insisting that certain privileges shall be given to them. I may also say that they get certain Members of the Legislature interested in their case and there develops a partisan spirit which is blind to all other interests and concentrates itself on securing certain special privileges for railway workmen alone. The railwaymen, although there is no open declaration to that effect, maintain that they must always be in a leading position with regard to any other class of employees of the Central Government. If the Postal Department is given something which happens to equate the scale of wages of the postal employees with the railway employees, the railway employees immediately become dissatisfied and they say that owing to the margin of privilege which custom, usage or their position has enabled them to secure they must have a further increase, so that their privileged position is maintained. This sort of thing is going on and the position of the Labour Department has become completely difficult. My Honourable friend maintains or rather suggested that the Labour Department was not establishing arbitration boards as it should do but what is the advantage of appointing adjudication boards for specific cases, for specific services, each case being dealt with in isolation without relation to the other. The result is you have *ad hoc* boards, *ad hoc*

reports, *ad hoc* decisions which have to be dealt with *ad hoc*. The result is there is always a disparity, always a divergence. Therefore the situation which we have at present is entirely the result of the faulty organisation, if I may say so, of the working classes of this country and particularly those who are employed under the Government of India. I think the House will agree that the decision which the Government of India has recently taken in the appointment of a Salaries Commission is a decision in the wise direction, because the whole question of the wage structure in this country and the relation of wages paid by the Government of India to its different classes of employees and the relation of wages paid to them to the wages operating in private industry, will be examined by this Commission. I hope that we shall be able to get some recommendations from this Commission from which we shall be able to establish in this country some kind of a uniformity in the wage system, so that everyone would know the underlying principles on which the wages are based.

The other difficulty I find is that most of the employees of the Government of India, who are employed in certain services which earn revenue, have come to regard that they have a first charge on the revenues of their Department. The railway employees think that because the railways are earning a profit, it is they who must get something, more than anybody else, out of the profits that the railways have earned. If the Postal employees find that the Postal Department has made a profit, they also raise a claim on the ground that their betterment, a rise in the standard of their living, should be regarded as a first charge on the revenues of that Department. Now, Sir, so far as I am concerned, I have not the slightest doubt that I cannot accept that position and I shall always resist it. The revenues earned by the Government of India—no matter whether they are raised by taxation or whether they are raised by any commercial undertaking—are the revenues of India. They are not the revenues of any particular class of people. They are not the revenues of any particular Department of the Government of India. They are the revenues of the Government of India and the whole general public has a claim on those revenues and, as long as I am in charge of the Labour Department, I shall always resist any such claim made by any class of employees, namely, that because their Department earns any profit, they have the first charge upon it. That would lead to chaos and I am certainly not going to be a party to it at all.

Now, Sir, my friend, the Mover of the cut motion, has raised the question of unemployment. I am not going to deal with the specific questions that he has raised, but I am going to deal generally with the question of unemployment. His view seems to be that unemployment must be relieved by unemployment benefit and I have no doubt that that is a most fallacious argument. Unemployment must be relieved by employment and not by any relief as such. Unemployment by the payment of relief is a possibility when unemployment is on a very small scale, when it is only a tail and not the body of it. In this country, as everybody knows, practically over 50 to 60 per cent. of the people are unemployed and we have to find employment for them. If anybody were to come forward and say that the 50 or 60 per cent. of unemployment that exists in this country ought to be relieved by the payment of relief, I have not the slightest doubt in my mind that the State would come to a ruination if it undertook that kind of obligation. My friend, therefore, must agree that so far as unemployment is concerned, relief must be sought in the direction of a greater industrialisation. It is only rapid and greater industrialisation that can give us relief from unemployment, and, as this House knows, the Government of India has already prepared its plan and has already announced its decision with regard to industrialisation. I will, therefore, not dwell on that subject at any great length but I would like to tell the House what exactly the Government of India has done with regard to the advancement of general betterment and providing for social security with regard to the workers in this country.

[Hon'ble Dr. B. R. Ambedkar]

As the Honourable House knows, the Government of India has already announced its policy with regard to labour. I have no time to read the portions which deal with that question. This information will be found in the second part of the Reconstruction Committee of Council under Head XXV, pages 55 and 56. Nobody can, therefore, say that the Government has not an objective in this matter. We have and we have laid down the objective. I will go a step further and say that it is not that the Government of India has merely laid down its objective but the Government of India has also prepared a programme of action. With regard to the programme of action, the House will know that the Government of India has appointed, or did appoint two years ago, a fact-finding Committee in order to take a survey of the entire condition of workers in this country. So far, we have received 34 reports from this Committee on 34 different industries, besides one general report giving a bird's-eye-survey of all the specific reports that have been made. Of these reports, 18 have been already printed and the rest of them are with the printers. Apart from obtaining this general survey of industrial condition of workers, the Government of India have appointed a Special Officer, Professor Adarkar, to prepare a report on the health insurance of workers in this country. As I said, we have not only an objective, but we have a programme, and we are now in possession of the facts on which any plan of social security could be based. The next step now for the Government of India is to decide how to plan for social security. As the House will know, there are at present two views. One view is that we should go stage by stage, as other industrial countries will, dealing with each case of insecurity specifically and building an administrative machinery for the purpose of giving relief in respect of that case of insecurity. There is another school which is more or less influenced by the Beveridge Plan and which proposes to have an over-all policy of security, covering all cases of insurance at one shot. I do not wish to approach the issue in any matter and to say as to which plan would be better. The Government of India propose to appoint a Committee or such other body as it may be advised to tell the Government of India, after examination of the reports that have been made as to the method by which they should proceed in this matter whether they should proceed stage by stage or whether they should take up such ambitious plan as the one adumbrated in the Beveridge report. This survey, which I have given, which I am afraid is all too brief, I have had no time to elaborate or to develop, will convince the House that the complaint made by the Honourable Mover of this Cut Motion that the Executive Council is complacent, is indifferent and has taken no steps to provide for the welfare and security of the workers is entirely unfounded and I hope that the House will not accept the Cut Motion that is moved by him.

**Sjt. N. V. Gadgil** (Bombay Central Division: Non-Muhammadan Rural):

Sir, I rise to support the Cut Motion moved by my Honourable friend Mr. Guruswami. The Honourable Member in charge of the Labour Department, I agree, elevated the issue from its narrow surroundings to a higher plane. I agree with him that the problem of unemployment cannot be solved by merely paying doles to the unemployed. The only solution to unemployment is employment. But I want him to agree to this proposition that it is the function of the State to find employment and if the State does not find employment, then the State has no right to exist as it is. It is no good merely trying to shift the blame from the shoulders of the present Government or the present State to the shoulders of private employers in the country. The Government today is the largest employer of labour; at least one thing is expected of the Government and that one thing is the creation of model conditions for its own employees. So far as the present position is concerned, one finds that while the war was on, there was practically no unemployment. With the cessation of the war, this problem of unemployment is assuming very serious proportion. It only means that if there is war, there is employment, and if there is peace, there is no

employment. That is not a tribute to the statesmanship of those who run this Government. Further, if we take the situation that existed before the war started, unemployment was widespread so far as the educated classes were concerned and as far as the rural areas were concerned, unemployment, although not so widespread, was still considerable. Today in the rural areas, with the cessation of the war, unemployment is figuring on a very great scale. If the Government disowns responsibility to relieve this, I think the Government has no right to exist. How to bring employment to every body is indeed a great problem. I do not want to minimise it, but the fundamental fact must be accepted before any remedies can be accepted, and that fundamental fact is that every citizen has a right to employment and the State must provide that employment. The Honourable Member in charge of Labour said that many things have been done by this Government. He referred to certain plans, he referred to the report made by Dr. Adarkar, he also referred to certain fact finding committee. But there is no necessity for finding whether there is employment or not, he himself knows it so well that no committee is needed merely for the purpose of finding whether there is employment or there is no employment. The need of the hour is to absorb as many people as can be done in some employment. Why not undertake industrialisation, as he suggests. He is afraid—I know his personal views on the subject—but the Government he represents is still afraid of going on vigorously with the plan of industrialisation, for reasons which are very obvious. In the first place, the soul of this Government is capitalistic. To safeguard British industries they do not want to encourage private enterprise. This Government consists of black, brown and white, this tricolour combination is a peculiar thing and is a definite hindrance towards greater industrialisation of this country. Industrialisation can only come when there is requisite determination on the part of the Government. Russia did this within a short period of 25 years. There unemployment has gone, not only that, but their standard of living also has improved. Some such thing is necessary, not merely making reports on planning, appointing one officer and then asking him to resign, appointing one professor and then making conditions impossible for him to continue, what is necessary is an honest effort for the industrialisation of this country and this alone will be sufficient to find employment all round.

The Honourable Member then referred to attitudes taken by some labour leaders, that in certain cases labour thinks that they have the first right on the income or revenues of the department. I agree with him that whatever revenues are earned by the Government of India, whether from the Commercial Departments or the public utility departments or otherwise, they all belong to the people as such. Nobody can have a privileged position with respect to them. But at the same time because they have taken such an attitude, which may be wrong or may be right, it does not detract from the fact that their claim for a minimum wage is just. I want to ask my Honourable friend what the Government have done since the publication of the report of Royal Commission on Labour towards minimum wage legislation. That report was published in 1930, and today, up to 1946, there has been no attempt made by the Government either for its own employees or for the general guidance of private employers. I understand that the business of the Central Government is to legislate in such a manner as to provide a form of legislation for the Provincial Governments and also provide some sort of standard for the private employers. No such thing so far as minimum wage legislation is concerned has been done by this Government. It is only recently that they have announced that a Commission would be appointed to consider whether there should be minimum wage. That commission is to make a report and after the recommendations of that commission are received, perhaps there may be legislation or there may not be any legislation.

[Sjt. N. V. Gadgil.]

Now, Sir, as regards social security, the Honourable Member was good enough to say that he has not made up his mind whether to follow piecemeal plan or the overall plan suggested by Sir William Beveridge. I think it is time for him to make up his mind one way or the other. (Interruption). When I come over there, I shall do it. My Honourable friend need not have any fear on that score. I know there are difficulties, but the difficulties have got to be overcome. Now, Sir, unemployment insurance, sickness insurance, old age insurance, all these are matters, which I do agree, cannot be dealt with separately. Therefore, it is necessary once and for all that every worker, in fact every citizen must be considered not an isolated creature, but an integral part of the State as such the State must look after him from the cradle to the grave. Looked at from that point of view, I am of opinion that instead of solving this problem piecemeal, it would be better if he followed the latter plan namely, of having an overall scheme for the whole country. That is my view in so far as the general principles which he enunciated are concerned. As I understand, the object of this cut motion is that the Executive Council has not done anything for the relief which is necessary today. That is the object with which you have

12 NOON to deal and that is exactly the point which the Honourable Member avoided—possibly deliberately. I agree that the Executive Council has done something. What is that something? Appointed a fact-finding committee, promised to appoint a commission to fix minimum wage, and then certain reports—34 in number, and then certain appointments: if nothing else at least the unemployment problem gets employment for a few in the Secretariat—the Director and the Deputy Director and the staff, this that and other appointments. The Bengal famine has resulted in the creation of the Food Department—anyway the famine found food for some. That is not the way. Therefore, if the object as I understand it of the Mover is to secure immediate relief and to censure the Executive Council for not doing it. I think he has made out a case in spite of the eloquence of the Honourable Member in charge of Labour. Sir, I support the motion.

**Mr. Muhammad Nauman** (Patna and Chota Nagpur *cum* Orissa: Muhammadan): Sir, I have listened with patience to the speech of the Honourable Labour Member. He has said so many things and initiated so many programmes for improving labour conditions, but I think it is more a programme on paper than in practice—even that which he has tried to convey to this House.

I would first refer to the conditions of labourers in the railway collieries. Probably the House is not aware that the treatment of the labourer by the contractors in those collieries is most unsatisfactory. The contracts for raising coal are given to such favourites as the heads of the department or the heads in charge may choose for their own purposes. The House will not be surprised to hear that these labourers in Manbhum, which is a part of my constituency, have not been able to draw dearness allowance in any sufficient numbers; and these contractors force them to sign any paper or put a thumb impression on such papers which would suit them to place a bill for the amount these contractors require.

**Mr. President:** May I know whether the Honourable Member is referring to any collieries owned by the Government of India?

**Mr. Muhammad Nauman:** Yes. I am referring to those owned by the Government of India in Giridih and other places. I do not want to name the contractors here because they are not here to defend themselves; otherwise I have got all the details and can give the Honourable Member if he wants the names and details of the misdeeds of member contractors. Without mentioning their names, I merely want to draw attention to the fact that representation was made to the Honourable Member in charge of Railways and the Honourable Labour Member as well, giving them the details of how these



contractors have been behaving towards the labourers there. Not only that; but the most wonderful part of it is that these labourers are not allowed even to have free approach to the bosses and the heads of the department.

**The Honourable Dr. B. E. Ambedkar:** If I may just intervene for a moment, I do not think I have received any such representation.

**Mr. Muhammad Nauman:** Your office must have received it: probably you might not have the same. A copy of that representation was handed over to me by the secretary of an organisation which is an organisation of the labourers there. Most of the contractors there are drawn from those who were once railway servants, and they have made a fortune out of it—being the favourites of those who are in charge of the Department now. I do not envy these labour contractors having enriched themselves, but I would ask Government at whose cost they have thrived? At the cost of the famished and half-starved labourers who deserve the sympathy of the administration and of the railways and every body else.

Another matter which I wish to impress on the Honourable Labour Member here is the question of his persistence and denial in the matter of recognition of labour unions. He has got peculiar ways and methods and peculiar denominations for recognising certain organisations. They are sometimes called communal; at other times they are called disturbing elements and I do not know what other plea is found at any time. He would not recognise a particular labour organisation because in that organisation they have got a particular class or section of workers professing a certain religion, and that is condemnable by this Government. That means Government representative would not allow such workers even to speak out their own feelings and place their grievances before the Government. Government refuses to look at any representations made by such workers as Government Member does not think he has any obligations in the matter of improving the conditions of those who are members of such Labour unions whom heads of respective Department have not chosen to recognise. This has been one of the pleas put forth by the Railway Department and Labour and other Departments—such rules and conditions are laid down by the Labour Department as would debar Muslims. I would like to hear from the Honourable Member in charge of Labour whether there is any justification for not allowing a certain group of people to organise themselves into labour unions. Can he make it a condition precedent that he will only recognise a certain number of unions—one, two, three or even ten for the matter of that and he would not recognise the eleventh, or he will only recognise those unions which suit his whims and humours or who come up to his standard according to his own point of view? I understand that a Bill is under contemplation and a Trades Union Bill will be in this House very soon, when probably I will have a better chance of elucidating this point. I shall not dilate any more on it at the moment. I would only say that the Honourable Member for labour when speaking, did not tell us whether he has any report of the conditions of labour in private individual concerns, in private mills and what has he done for labour there. The collieries to which I have referred are owned and run by the Government. I would like to inform the Honourable Labour Member that the conditions of labourers in individual and private organisations is still more serious, and unless legislation is brought up in this House to improve the general conditions which should be binding and obligatory on the employers, probably the conditions will not change. With these few words I support the motion before the House.

**Mr. President:** Does the Honourable Member for Government wish to reply?

**Mr. S. G. Joshi** (Government of India: Nominated Official): Sir, the Honourable Member, Mr. Nauman, made a point that the Labour Department has not recognised certain unions of workers in the collieries.

**Mr. Muhammad Nauman:** I did not say that. I said that the Labour Department has not recognized many Unions and has got its own denominations—I don't know what. I did not refer to that particular union.

**Mr. S. C. Joshi:** He also made a general point that the Labour Department has not accorded recognition to a large number of unions of workers. There seems to be some misunderstanding or misconception about this. It is not for the Labour Department to accord recognition to any union of workers. It is for the employers to accord recognition to the unions of workers working under them. Of course, as a matter of general policy, Government have laid down that unions of workers ought to be registered and recognized. Recognition of unions goes a long way in removing the misunderstandings or the points of difference that exist between the employers and the workers. That has been the declared policy of Government, and in connection with that policy Government expected up to now that employers would go ahead and grant recognition to the unions of workers. Unfortunately, however, it has been found that certain employers have not granted recognition and Government now consider it necessary and desirable to have legislation on that point. The legislation will be brought before this House in this Session. Details of the proposed legislation were discussed at the last meeting of the Labour Conference. A sub-committee which was appointed by the Conference, consisting of members representing labour and employers, considered certain points in detail. The legislation, which as I say will be introduced, will provide compulsory recognition of certain unions, provided they satisfy certain conditions. It is, therefore, not correct to say that the Labour Department has failed.

**Mr. Muhammad Nauman:** It is the conditions, which you have laid down, to which I object.

**Mr. President:** Order, order. Let the Honourable Member proceed.

**Mr. S. C. Joshi:** What should be the conditions or what should not be the conditions is a matter of detail, and that point can be well discussed, as the Honourable Member, Mr. Nauman, himself said, at the time when the Bill comes before this Honourable House.

Then, Sir, he referred to the harassment of labour in railway collieries by the contractors. The whole point on this subject was directed to the contract system of labour . . . . .

**Prof. N. G. Ranga** (Guntur *cum* Nellore: Non-Muhammadian Rural): Why don't you abolish it?

**Mr. S. C. Joshi:** That is a general point. But so far as the payment of dearness allowance is concerned, I think—if my memory does not fail me—that dearness allowance is being paid by the contractors to the workers employed in the railway collieries.

**Prof. N. G. Ranga:** On a point of information. Has the Government got any machinery to see that the workers actually are in receipt of their wages as well as the dearness allowance?

**Mr. S. C. Joshi:** Yes, Sir. I am glad my Honourable friend Prof. Ranga has asked me that question. A machinery has now been set up and we have got Labour Inspectors in the collieries; we have also got Conciliation Officers in the collieries; we have got Regional Commissioner also, and I myself go to the collieries and enquire into all complaints and all disputes. Recently, we have deliberately transferred the headquarters of our Conciliation Officer from Jamshedpur to Dhanbad.

**Prof. N. G. Ranga:** Is it extended to the Railways also?

**Mr. S. C. Joshi:** It extends to all the concerns which come under the central sphere. There were, no doubt, certain complaints received from people working in the railway collieries. These were looked into and set right. Complaints received from other workers in the collieries were also looked into and wherever

it was found that justice was necessary, action was taken. The employers agreed and gave relief.

Then the Honourable Member, Mr. Gadgil, made a point that nothing has been done so far with regard to minimum wages. As regards minimum wages also, the Honourable Member will find that the matter has been under consideration for some time past . . . .

**Sjt. N. V. Gadgil:** For the last 16 years.

**Mr. S. C. Joshi:** Yes, Sir. It has been under consideration for 16 years, but it is under active consideration now, and it has reached a definite stage. He must have read the circular which has been circulated amongst the Honourable Members of this House stating the legislation which will possibly be placed before this House in the course of this Session. It includes an item relating to the legislation on minimum wages. The kind of legislation that has to be brought up was also discussed in the recent labour conference. It was further discussed in detail on other occasions, and it might be possible to introduce that legislation in this Session.

About social security also steps will be taken to introduce certain Bills—for sickness insurance to industrial workers, and so on—and it is hoped that within a short time the House will be considering several measures affording relief to labour.

Finally, Sir, I think that although the cut motion was confined to small matters—namely provision for unemployment relief, adequate dearness relief and social security benefits for the employees of the Central Government,—the discussion that has taken place in this House has been on a wider plane. I think it is desirable that all such matters should be discussed in a general way and they should not be confined to a particular section of the employees only. The trend of discussion in this House is, therefore, a desirable one in so far as it has given us an opportunity to explain the steps that have so far been taken by Government in these matters. Government is fully cognizant of its duty to find employment and thereby afford relief to those, who happen to be unemployed, and I am sure Government will move in those directions.

**The Honourable Sir Edward Benthall** (Member for Railways and War Transport): As various points have been directed to my Department I should just like to say a few words.

My Honourable friend, Mr. Nauman, referred to this question of railway contractors and said that he had addressed to me a copy of his complaints in regard to them. He should of course have directed it in present conditions to the Supply Department who now operate the railway collieries. I certainly have no recollection of having received it myself. In any case, the complaints that he made appear to be of rather a vague nature and directed, as my Honourable friend has just said, against the contracting system rather than against the railway collieries themselves.

**Prof. N. G. Ranga:** Why don't you get it?

**Mr. Muhammad Nauman:** I have said that I have got those facts in my possession, but I did not like to bother the House with those details especially because those contractors were not here and I did not like to name them. I can however give all the details, which I possess, to the Honourable Member if he so likes.

**The Honourable Sir Edward Benthall:** I was going on to say that I will make enquiries and see whether any such complaint has been received in my office. The matter will be looked into.

He also observed that Government were backward in the recognition of Unions. I do not think that can be directed against the Railway Department because the Railways have, I think, been quite generous in the recognition of Unions.

**Prof. N. G. Ranga:** You formulated your own conditions.

**The Honourable Sir Edward Benthall:** I am speaking of recognition. On the larger railways there are in most cases more than one railway union recognised and there obviously must be a limit to the number of unions which you could recognise on any particular system. On the larger system the number is four. That is the maximum that can reasonably be recognised and on some of the systems, at any rate on one that I can think of there are already three recognised unions.

**Prof. N. G. Ranga:** Will Government place on the table of the House the conditions they have formulated for trade unions on the railways?

**The Honourable Sir Edward Benthall:** I seem to have a recollection of having laid papers myself on the table or in the Library of the House in previous Sessions.

The point I am trying to make at the moment is that so far as the railways are concerned, there is at any rate recognition of railway unions, and the only point which we particularly have to stress in the conditions of today is that before we recognise additional unions, they must be adequately representative besides fulfilling other conditions and they must be on a non-communal basis.

**Mr. Muhammad Nauman:** That is the only difficulty. What do you mean by non-communal? On that plea Muslim unions have not been given recognition. That is the point I wish to stress.

**The Honourable Sir Edward Benthall:** I was aware of that and my Honourable friend and I have had discussions on the subject. I adhere to the point of view of the railways that the unions must be on a non-communal basis and I am prepared to discuss that with him further.

My Honourable friend, Mr. Gadgil, pointed out that this motion was one bringing censure on the Executive Council. But he accepted the point of view that the solution of unemployment must be done not by relief but by finding employment, a point made by my Honourable friend, the Labour Member. He went on to say that it was the duty of the State to find employment and he felt that the Executive Council had not done sufficient towards doing away with unemployment. Well, Sir, I must just make two points in that connection. My Honourable friend in particular laid stress on the responsibility of the Executive Council of the Government of India for meeting unemployment in rural areas. But, Sir, Government shares this responsibility with the Provincial Governments. When my Honourable friend speaks of the State, he must not only think of the Government of India whose powers in this matter are in fact somewhat . . . . .

**Sjt. N. V. Gadgil:** I used the word "State".

**The Honourable Sir Edward Benthall:** I was saying that in using the word "State" my Honourable friend must not only seek to look to the Central Government to find a solution. The solution of unemployment has to be found by co-operative effort between the Central Government and the Provincial Governments, and particularly so in the sphere of rural unemployment.

**Prof. N. G. Ranga:** What has the Central Government done?

**The Honourable Sir Edward Benthall:** If my Honourable friend would not be quite so impatient, I will tell him what we have done.

The first point is that it is not only in the power of the Central Government to find a solution. We must have the co-operation of the Provincial Governments on whom the larger part of the task lies. My Honourable friend, the mover, said that we had done nothing to deal with unemployment. He said "you take my life when you take the means by which I live." That in so far as the railways is concerned is not a fair criticism. We are stretching to the absolute limit the policy of trying to find employment for the railwaymen whom we have taken on in the course of the war. Wherever we can possibly find

work of an economic nature for them to do we are retaining them and we are entering on a large programme of rehabilitation and fresh construction as fast as our engineering and supervisory position permit us, in order to create employment for the railwaymen we have got. That, Sir, is the policy of the Railway Department, and I do not think there is very much more that we can do.

As regards the Government in general, we are, as my Honourable friend, the Finance Member's budget showed, trying to carry on into peace as much as possible of the conditions that prevailed during the war by providing the finance for creating work. We have, as my Honourable friend, the Finance Member, pointed out, endeavoured to give the maximum possible subvention to Provinces in order to enable them to get on with various works which will create employment. I do not think I need dwell on that further but it is certainly one of the main features of the budget.

**Prof. N. G. Ranga:** Houses in the towns!

**The Honourable Sir Edward Benthall:** Also, my Honourable friend, the Finance Member, has tried to create conditions for industry which will result in industrialists being able to go ahead in confidence with their programmes and judging by the reports of the stock exchanges it has been temporarily, at any rate, highly successful. So, Sir, I maintain that the Government, acting on broad lines, has done a very great deal to create conditions for minimising unemployment so far as possible.

My Honourable friend, the mover, made another point about the desirability of uniformity of scales of pay. My Honourable friend, the Labour Member replied to that. He explained the great difficulties with which his Department was faced owing to the diversity of the conditions which exists. On the railways, it is, I admit, theoretically not very defensible that you should have different scales of pay for different people doing the same class of work up and down the country. But that is at the present stage of development only theoretically indefensible. Actually I think, as it is with so many things in this country, caused by historical conditions. It is not fair, too, to compare this country with a small country like for instance, the United Kingdom. In the United Kingdom before the big railway amalgamation took place, I believe it is correct to say that there was a very wide divergency in scales of pay in the different railways which eventually went to make up the "big four" and that as a result of the amalgamation ultimately uniformity was achieved. But one must remember that the total population of the United Kingdom is only about that of a province of India.

There is naturally diversity as there is such a great diversity of living conditions throughout the country.

I referred to the historical conditions which have created the diversity of rates which exists on the different railways. As everybody knows the Railways of India were in the main started originally by companies which settled their own rates of pay their own conditions, and so on and it is only gradually that the State has acquired the different railways and in acquiring them it has generally offered to the employees, with some exceptions, the same conditions as were being given to the men before the State acquired the railways. And therefore the State has taken over in the natural course a very great diversity of rates of pay, conditions and so on and it is a very laborious process to try to get uniformity, even if you accept the principle that there should be one rate of pay for the same work throughout the country, despite the fact that living conditions are very different, for instance in North Bihar and South India, if you attempt to try to make uniformity in rates of pay throughout the country, it is bound to lead to an upward tendency. I do not say that the tendency should not be upwards but you are bound to fix the rates more or less on the highest scale which exists. It is not necessarily unfair but that is the natural tendency and that at once becomes a matter of great public concern, because as I have explained before, if you have to put up rates of pay by any

[Sir Edward Benthall.]

great extent, you will also have to put up the cost of transport and travel to the public.

One other point—I was very glad indeed to hear my Honourable friend the Mover accept the point—*viz.*, that to carry out the programme which he has in mind you will require money and more money. I think that my Honourable friend is now fully conscious that if his demands, the demands of the people whom he represents, are to be accepted, the public ought to pay and, in the case of the railways, the travelling public and the public wishes to move its goods. I am very glad that my Honourable friend recognises that fact and I think that we have gone quite a considerable way since the beginning of the session in recognising the real difficulties which lie before us.

I join with my Honourable friend the Mover and the Prime Minister of the United Kingdom that we will not be beaten by economics. But if we are to deal with these problems and minimise unemployment as much as possible, if has got to be done by cooperation and so far as this Government is concerned, we will do our best to meet the reasonable demands of our employees.

**Mr. President:** The question is:

“That the demand under the head ‘Executive Council’ be reduced by Rs. 100.”

The motion was adopted.

*Prosecution of the I.N.A. Personnel.*

**Sardar Mangal Singh:** (East Punjab: Sikh): Sir, I beg to move:

“That the demand under the head ‘Executive Council’ be reduced by Rs. 100.”

I wanted to make a frontal attack on the Defence Department of the Government of India but it is not open to me to do that, as the Defence Department has become, particularly after the 1935 Act, a Purdah Department. Not a single pie spent on the Defence Department is votable by this House and therefore I have decided to attack the Department by a flanking movement, by proposing a small cut in the demand under the head Executive Council.

By this motion I want to raise the point that the Government of India was certainly very wrong in coming to a decision to prosecute the Indian National Army personnel. The feeling in the country was so decisive at that time that even those sections of the Indian population which generally go with the Government asked the Government of India to exercise clemency and generosity towards all personnel of the I.N.A. Coming as I do from a province which has contributed the biggest share to the defence forces of the country and coming from a province which has also contributed a big share to the I.N.A. personnel, I thought it my duty to raise this point and protest against this decision of the Government to launch prosecutions against the members of the I.N.A. The three officers in the first case which was started came from my province. I refer of course to Major Shah Nawaz, Capt. Sahgal and Lieut. Dhillon.

**Diwan Chaman Lall:** Grand chaps.

**Sardar Mangal Singh:** On a matter like this I wish to speak with the utmost restraint and caution, because I am one of those who believe that the defence forces of the country should be disciplined, should be obedient and should behave like one body. Without a first class army (I include in this also the air force and the navy) it is not possible to defend the independence of the country. I therefore want, Sir, that our army should be first class in every way. From that point of view I regret the decision of the Government to prosecute these people. Instead of that the Government should have first conducted a detailed inquiry into the circumstances of how Singapore fell, what were the conditions of the Indian Army after Singapore fell: these were the points which should have been inquired into in a detailed manner. I remember in those days after Singapore fell there was an agitation in England that an

inquiry should be conducted as to why and how and under what circumstances a force consisting of more than 75,000 men surrendered without a shot. I remember the Prime Minister of England said at that time that it was not possible then, but that after the close of the war an inquiry would certainly be ordered into the circumstances. The Government of India should have waited for the result of that inquiry. What was the condition under which these young boys of the army acted as they did? After the 15th February 1942, when the whole of the army was surrendered to the Japanese, the British senior officer, Lt.-Col. Hunt went to the Indian prisoners and he made a speech which gave the impression to the Indian soldiers and officers that henceforth they have to obey the Japanese command as they had been doing the British officers' command. That speech of Col. Hunt was very unfortunate and misleading. Again when Singapore fell, the Japanese authorities decided to separate the Indian officers from the British officers. This was against international law. The senior British officers should not have agreed to this decision; but I am told that the senior British officers consented to this arrangement that the Indian officers—the Indian King's Commissioned officers, not the V.C.O's alone—were separated from the British officers. This was against international law and the British senior officers including Lt.-Col. Hunt should have protested against this, but they did not.

At that time in Malaya and Burma the treatment of the civil population by the Japanese was very bad. It was horrible; and I have first hand information that the chastity of no woman between 16 and 50 was safe in those days. Left to their own resources, the Indian personnel of the army, officers and men had to face the dangers that were before them and before their countrymen in that part of the world. That was the question before them and they merely got together, organised themselves and called it, what is known as the 1st Indian National Army. The case of the 1st Indian National Army has not come before the public notice so far. The 1st Indian National Army was organised under Captain Mohan Singh and that army continued till December 1942. How it was disbanded gives a clue how their mind was working.

At that time the Japanese wanted the first Indian National Army to march under their command into this country. Those of our countrymen who had seen the brutalities practised by the Japanese in that part of the country did not like that their country and the women of their own country should also be subjected to similar treatment, and at that time after the Bangkok conference, the leader of the 1st I.N.A. refused to attack our country under those circumstances. He definitely demanded that those armies, if they had to attack the country, should be under their own command and not under the Japanese command, and that was the crucial point. The Japanese did not yield and Captain Mohan Singh decided to disband the Army. They were arrested then and there. Most of the personnel of the 1st I.N.A. were arrested and kept under imprisonment by the Japanese till August 1945. They suffered hardships and indignities and some of them were sent to New Guinea. I hope that when the brilliant War Secretary gets up to reply, he will tell the House some of the brutalities carried on by the Japanese in the prisoners of war camps in New Guinea. I am told that the prisoners were made to stand in line; the Japanese doctor would come and would take up the healthiest people and these men were slaughtered and given to the Japanese to eat. I hope the War Secretary will say something about it. These were the people of the 1st I.N.A. I am also told that the brutalities of the Japanese were so horrible that in certain cases they used to take some flesh or some limb of the living man and that flesh was eaten and next day another part of the man was taken away and thus in three or four days the man was allowed to die. I have mentioned these brutalities because the personnel of the 1st I.N.A. faced all these brutalities but they did not yield to the Japanese pressure, and these are the men some of whom this Government has decided to prosecute.

[Sardar Mangal Singh.]

I want to put it to the Honourable the War Secretary, what have they decided about Captain Mohan Singh, what have they decided about Lt.-Col. Niranjn Singh Gill? These people were the leaders of decided about Lt.-Col. Niranjn Singh Gill? These people were the leaders of the 1st I.N.A. They remained in Japanese prisons from December 1942, till August, 1945, when they were rescued by the allied armies. How were they treated? They were arrested then and there, kept in cells in Singapore, and then they were flown to this country, and they are still under detention awaiting to hear what the decision of this great Government is going to be. It should not have been difficult for the Government to decide straight-away so far as the personnel of the 1st I.N.A. is concerned. Because they stood firm, they did not yield to the Japanese pressure; they demanded almost similar conditions which were later on conceded to Subash Chandra Bose. At that time the Japanese Government did not yield. All honour to those officers who stood between the horrors which would have occurred in this country at that time. I wish to stress this point, that the Government should have been thankful to these people, but on the contrary they are still carrying on interrogations and investigations. I wish to point out to the War Secretary, before he replies, that under those conditions even the Manchester Regiment signed a parole sheet, which was against the pledge which they had taken because the accusation is similar against the I.N.A. officers. They also were forced to do that. I am referring to the leading article in the *Statesman* dated the 5th March, in which it is said, describing the conditions "then, the doctors warned Lt.-Col. Holmes of the Manchester Regiment who was in command that if these conditions long continued the majority of the prisoners would die". The article goes on to say: "Col. Holmes then decided to advise officers and ordered the men to sign the Japanese parole sheets".

Now, even if these people had to sign their parole sheets, it was against military discipline. Our men were left without any resources, any assistance by the senior British officers. They were left without any guidance. They were left under conditions in which it was difficult for them to come to any judgment. Most of them were young men recently recruited in the army and then there was enemy propaganda and then even the Government of India also distributed leaflets that they should join the I.N.A. I hope the War Secretary will also say something about that—why Government did it. There was probably some other object but those people situated as they were under those conditions could not know the mind of the Government of India—as to why they were doing it. Under these circumstances to guard themselves, to protect the honour of their womankind at that time, they just came together to protect themselves and after that when the war closed, the Government of India, without making any inquiry decided to prosecute these people. I think it was quite wrong on their part. On the other hand I would submit that the Government of India should decide that all this personnel of the I.N.A., First and Second, both should be absorbed in the present Indian army and these people will be a great asset to the coming national army in this country. They are all brave men, good fighters, courageous and willing to lay down their lives for the country. At that time they had to fight under a foreign flag, fight for a cause which did not appeal to them but if you give them a cause, a very good cause to fight and die for, and their own national flag under which to fight, I hope these young men of the I.N.A. would become excellent soldiers of the coming army. I would therefore request the Government to retain them in the army so that our coming national army may be a really first class and efficient army. Sir, I move.

**Mr. President:** Cut motion moved:

"That the demand under the head 'Executive Council' be reduced by Rs. 100."

**Mr. P. Mason:** I rather regret that we should be discussing this subject now, because there is a debate on the subject which is still in progress and every one has an opportunity to speak on that. I have already said most of what I have to say on that subject and expressed my views clearly. It is a highly controversial subject which has caused a great deal of emotion and I think therefore it would have been better had we not discussed it today. However, since



it has been raised, I will try to answer the points my friend the Mover has made.

The first point that strikes me in his whole speech is that he appears to be condemning the Government for doing something which they in fact have not done. He appears to be condemning us for taking action to punish those people who joined the I.N.A. for that reason and for no other. What I mean is he is proposing to condemn us for punishing people for that reason. Well, Sir, as I explained the other day, after very great and very anxious consideration, the Government came to the conclusion that while this offence of joining the I.N.A. is the most serious offence which a soldier can commit, in spite of that fact, taking into account all the circumstances which prevailed at that time and also the state of feeling in the country, the Government decided that no one should be punished merely for joining the I.N.A., serious though that offence is.

**Sardar Mangal Singh:** That was one of the charges?

**Mr. P. Mason:** I shall answer all your points. The Honourable Member proceeded on the assumption that we were doing exactly what we decided not to do. He described at very considerable length the circumstances which we did take into account and which were one of the factors on which we based this decision.

The Honourable Mover began by saying that we should not have instituted any prosecutions against these men in view of the great wave of public opinion which at that time was decisive against any such prosecution being undertaken. That, Sir, is not in accordance with the facts. The first communique which we issued was on the 27th August and that announced that the policy would be one of clemency but that certain people would be brought to trial and the reception which that received in the Press was an extremely favourable reception. (*An Honourable Member:* "Question"). I mean a favourable reception, as compared with the kind of reception which most of our communiques do receive. For instance, Pandit Jawaharlal Nehru said at that time—I forget his exact words but the implication was—that it might have been a good deal worse and that from Pandit Nehru is quite high praise for Government.

**Prof. N. G. Ranga:** They expect very little from you.

**Mr. P. Mason:** Since then I have seen a very marked tendency in almost every body of opinion to be wise after the event, that we should have foreseen developments of public opinion which occurred later, which no one had foreseen at that time.

Another thing for which we are now criticised is something which was received in quite a friendly way at that time, received, I would say, almost with approbation and that is with regard to the limitation of trials to brutality. Now, Sir, in a very early stage of the trial which took place, the Counsel for the Prosecution said—if you limit the trials entirely to matters of brutality we have nothing more to say and we should agree with your policy. That is exactly what we have done.

My friend the Mover also suggested that we should have waited before taking any action in this matter until some time had elapsed and until a full inquiry had been held into the whole circumstances of the surrender at Singapore. He thought that it was necessary that there should be an inquiry into an incident which resulted in a large body of troops surrendering without firing a shot. Why he supposes that no shot was fired I am unable to understand as the surrender took place after six weeks of very heavy fighting. But I must say that it is refreshing for once to be criticised for doing something too quickly which is not usually a charge made against us.

He also revived the story about Col. Hunt at Ferrer Park. I have spoken on this already and I have said what actually happened and I will say it again. At Ferrer Park Col. Hunt called the party to attention and explained to the men that they were now prisoners of war of the Japanese and that they must therefore obey the orders of the Japanese. Now, Sir, I

[Mr. P. Mason.]

do not think anyone could really suppose that that meant anything other than that they should obey the orders of the Japanese as prisoners of war and, as I have said before, 45,000 men understood that that was what was meant and only 20,000 men later on came to the conclusion that that statement was capable of another interpretation. I also gave you my reasons for thinking that it was only later on that this interpretation was put on the statement of Col. Hunt, because Shah Nawaz said quite clearly in his defence that it was not until May that he was in favour of forming the I.N.A. It is perfectly true, as my friend said, that the British officers were separated from all the Indians on, I think, the second or third day after the surrender, but it is not true that they agreed to that or that they had had any say in the matter whatever.

My friend then went on to talk for some time on the subject of the bad behaviour of the Japanese. Well, I agree with what he said. They did behave extremely badly. I should not myself have thought that their bad behaviour was a very good argument for joining them and becoming Allies to them, but possibly my logic is different from that of my friend.

He, then, went on to talk about the first I.N.A. Now, here, Sir, I did not say very much the other day and I can say a little more now. The matter is not really as simple as my friend supposes. I wonder if he has read through the minutes of the Council of Action of the India Independence League, but I have read through those minutes and all the course of events which led to the arrest of Mohan Singh. From those minutes the position appears to be as follows: The Council of Action of the India Independence League, of which Mr. Rash Behari Bose, was the President, were trying to stand out for certain conditions. They wanted it to be agreed that the I.N.A. should be independent of the Japanese to some extent. They were also trying to insist that their control over Mohan Singh and the I.N.A. should be complete. Mohan Singh, however, had other ideas. He had made every man in the first I.N.A. to take a kind of oath of allegiance to him personally and not to the Council of Action. Well, a time came when the Japanese wanted the first instalment of the I.N.A. to move to Rangoon and Mohan Singh sent them. He did not consult the Council of Action before he sent these men and the Council of Action called him to task. They asked him why he had done that without their consent and thus demonstrated his independence from them; and also he had prejudiced their case in trying to stand out for certain conditions with the Japanese by removing one of their principal bargaining counters. They called him to task and asked him to report to the Committee and I think I am right in saying that he refused to do so. At any rate, on that point a split occurred and as a result, I think I am correct in saying, representations were made to the Japanese by the Council of Action and Mohan Singh was arrested. So, the position is not quite as my friend suggests. He asked why Mohan Singh could not be released? My reply is the same as I gave the other day, because there is no doubt whatever that the worst of the very serious brutalities which occurred were in the first period, the period of recruiting for the first I.N.A. That was during the summer of 1942, when some very shocking things, indeed, were carried out in the Concentration Camp of Bidadari. Now, how far Mohan Singh knew about that is the subject that is being enquired into. I read out the other day the opinion of Mr. Rash Behari Bose, who was the President of the Council of Action. He said that Mohan Singh must be held responsible for the shocking atrocities which were being committed in order to force men to join the first I.N.A., and that requires an investigation which is going on.

**Diwan Chaman Lall** (West Punjab: Non-Mubarraman): For how long has the investigation been going on?

**Mr. P. Mason:** I said the other day that they will be completed by the beginning of May. I agree generally with what my Honourable friend said about the brutalities practiced by the Japanese, though I am not sure about the actual stories: but I do agree that the most shocking brutalities were

carried out and what I deduce from that is that we should all be very proud of those men who stood up against those brutalities. But, as I said before, none is going to be prosecuted or punished merely because he was in the I.N.A. They will be punished if they were themselves guilty of brutality.

My friend also referred to the question of parole. He appeared to imply that by signing an undertaking not to escape—which is all that parole means—, those men of the Manchester regiment were doing exactly the same thing as those who joined the enemy. I can only say that if you cannot see the difference between joining the enemy and undertaking not to escape, I cannot help you.

**Sardar Mangal Singh:** I only said that this was also against their oath of allegiance.

**Mr. P. Mason:** It is not a question of the oath of allegiance; it is preferable not to do so. But in these circumstances I think it was excusable.

Sir, I will not take up the time of the House any more. I did speak the other day on another subject—of the necessity for trying to understand each other's point of view, and I have tried to do it. I have tried very hard to understand the point of view behind this motion, but I am afraid I really cannot. You see what we are being censured for is for trying any one in the I.N.A. We are trying only those who are alleged to have committed brutality. Now, Sir, I have tried to understand the point of view of someone who says that we should condone the case of a man who is alleged to have beaten some one until he was unconscious and, in another case, to have beaten some one until he died. I am unable to understand how anyone can say that those men should not be punished merely because they were members of an organisation of which someone happens to approve politically. I would not say for a moment that any man, because he belonged to the Police, should be exonerated for offences of that kind. I said the other day that we would apply the same standards to Bidadari and Neelganj, and I think we have done; and if it is the view that persons should be excused for committing brutalities and atrocities because you happen to approve of their political views, if that is the view, then it appears to me that such a view can only be justified, if reason entirely gives place to emotion; and it appears to me to be a step on the road to Fascism and to Nazism and to augur very badly indeed for the future of India.

**Sardar Sampuran Singh** (West Punjab: Sikh): Sir, the question of I. N. A. is really disturbing the whole country and the points which have been raised this morning about this organisation are really very important.

**Mr. President:** I may remind the Honourable Member that he has only five minutes. The debate will not be continued any further from half past two of the clock and onwards.

**Sardar Mangal Singh:** My Motion may be put to the House.

**Mr. President:** I only wanted the Honourable Member Sardar Sampuran Singh to realise that he has only five minutes now, according to the agreement arrived at.

**Sardar Sampuran Singh:** In that case, I have finished my speech and have nothing further to say.

**Sardar Mangal Singh:** I want my Motion to be put.

**Mr. P. J. Griffiths** (Assam: European): The Honourable Member Sardar Sampuran Singh is on his legs. He must continue his speech.

**Sardar Mangal Singh:** He has already concluded his speech.

**Diwan Chaman Lal:** I move that the question be now put.

**Mr. President:** I do not think that the matter has really been discussed sufficiently. That is my view of the matter. But if nobody wishes to catch the eye of the Chair . . .

**Diwan Ohaman Lall:** I have already caught the eye of the Chair and I have moved for closure.

**Mr. President:** It seems to be the general desire of the House that the question be put.

The question is :

“That the question be now put.”

The Assembly divided :

AYES—58.

Abdullah, Hafiz Mohammad.  
 Abid Hussain, Choudhury Md.  
 Adityan, Sri S. T.  
 Ayyangar, Sri M. Aranthasayanam.  
 Banerjee, Sree Satyapriya.  
 Bose, Shri Sarat Chandra  
 Chaman Lall, Diwan.  
 Chettiar, Sri T. A. Ramalingam.  
 Chaudhari, Sreejot Rohini Kumar.  
 Daga, Seth Sheodass.  
 Damodar Swroop, Sjt. Seth.  
 Dani, Mr. G. B.  
 Gadgil, Sjt. N. V.  
 Gole, Mr. P. B.  
 Gounder, Sri V. C. Vellingiri.  
 Govind Das, Seth.  
 Guruswami, Mr. S.  
 Habibur Rahman, Khan Bahadur.  
 Hans Raj, Raizada.  
 Ishaq Seth, Haji Abdus Sattar Haji.  
 Jaffer, Mr. Ahmed, E. H.  
 Jagannathdas, Sri.  
 Jeelani, Khan Bahadur Makhdum Al-Haj Syed  
 Sher Shah.  
 Jhunjhunwala, Mr. B. P.  
 Jinachandran, Sri M. K.  
 Khan, Mr. Debendra Lal.  
 Lahiri Choudhury, Srijut Dharendra Kanta.  
 Liaquat Ali Khan, Nawabzada.  
 Madandhari Singh, Mr.

Mahapatra, Sri Bhagirathi.  
 Mangal Singh, Sardar?  
 Menon, Sri A. Karunakara.  
 Mukhopadhyay, Mr. Nagendranath.  
 Mukut Bihari Lal Bhargava, Pandit.  
 Nairang, Syed Ghulam Bhik.  
 Narayanamurthi, Sri N.  
 Nauman, Mr. Muhammad.  
 Neogy, Mr. K. C.  
 Paliwal, Pandit Sri Krishna Dutt.  
 Ramayan Prasad, Mr.  
 Ranga, Prof. N. G.  
 Reddiar, Sri R. Venkatasubba.  
 Salve, Mr. P. K.  
 Sampuran Singh, Sardar.  
 Sanyal, Mr. Sasanka Sekhar.  
 Satakopachari, Sri T. V.  
 Sharma, Mr. Krishna Chandra.  
 Sharma, Pandit Balkrishna.  
 Siddique Ali Khan, Nawab.  
 Sinha, Shri Satya Narayan.  
 Sukhdev, Seth, Mr.  
 Swaminadhan, Shrimati Ammu.  
 Thakur Das Bhargava Pundit.  
 Vadilal Lallubhai, Mr.  
 Varma, Mr. B. B.  
 Vinchoorkar, Sardar N. G.  
 Zafar Ali Khan, Maulana.  
 Zia Uddin Ahmad, Dr. Sir.

NOES—34.

Ambedkar, The Honourable Dr. B. R.  
 Benthall, The Honourable Sir Edward.  
 Bewoor, Sir Gurunath.  
 Battacharyya, Rai Bahadur Devendra Mohan.  
 Chatterjee, Lt.-Col. Dr. J. C.  
 Cook, Mr. B. C. A.  
 Fenton, Mr. R. V.  
 Griffiths, Mr. P. J.  
 Gwilt, Mr. Leslie.  
 Hirtzel, Mr. M. A. F.  
 Hydari, The Honourable Sir Akbar.  
 Inskip, Mr. A. C.  
 Jehangir, Sir Cowasjee.  
 Joshi, Mr. S. C.  
 Kharegat, Sir Pheroze.  
 Lawson, Mr. C. P.  
 Mason, Mr. P.

Naqvi, Mr. A. T.  
 Oulsnam, Mr. S. H. Y.  
 Raja Bahadur of Khallikote.  
 Roy, The Honourable Sir Asoka.  
 Rowlands, The Honourable Sir Archibald.  
 Sargent, Dr. John.  
 Sen, Mr. B. R.  
 Sharbat Khan, Khan Bahadur.  
 Spence, Sir George.  
 Stokes, Mr. H. G.  
 Sundaesan, Mr. N.  
 Thorne, The Honourable Sir John.  
 Turner, Mr. A. C.  
 Tyson, Mr. Geoffrey W.  
 Waugh, The Honourable Mr. A. A.  
 Weightman, Mr. H.  
 Zaman, Mr. S. B.

The motion was adopted.

**Mr. President:** The question is :

“That the demand under the head ‘Executive Council’ be reduced by Rs. 100.”

The motion was adopted.

The Assembly then adjourned for Lunch till Quarter to Three of the Clock.

The Assembly re-assembled after Lunch at Quarter to Three of the Clock, Mr. President (The Honourable Mr. G. V. Mavalankar) in the Chair.

POSITION RE-SUPPLY OF QUESTION LISTS TO MEMBERS .

**Mr. President:** Before the Honourable the Finance Member moves his motion, I have to make an announcement to the House with regard to the supply of copies of questions to be put by members. It was said last time by the Deputy President that a copy will be supplied to each of the Members who wishes to put the question and that he will read the question and the answer will be given as usual by the Member for Government. We have been making some efforts in the Assembly office to have a larger number of copies, but we cannot have a sufficiently large number so as to ensure distribution of copies to each Member either at his place or on the table. Therefore what I propose to do is as follows:

As many copies as possible will be made out and copies will be sent to those Members who have tabled the Questions. They will preserve these copies and bring them to the House for their use. Those other Members who wish to have copies for themselves may apply, when they come here, to the notice office and get copies. There will not be a sufficient number of copies to be placed on the table.

**Mr. Sasanka Sekhar Sanyal** (Presidency Division: Non-Muhammadan Rural): Copies will of course be supplied to the Party Whips.

**Mr. President** Those Members who want to have copies, including of course Secretaries and Whips of Parties, may go to the Notice Office and get the copies. I am not restricting their number at all, till we find that the demand is so great that we cannot cope with it.

**Diwan Chaman Lall** (West Punjab: Non-Muhammadan): How long do you think that the emergency is likely to last? Are steps being taken by the Government to put an end to this strike?

**Mr. President:** I do not know what the position of the strike is, but I hope that Government will be taking as early steps as possible. That is what I shall hope, but till the situation is normal again, we must improvise something.

**Shri Sri Prakasa** (Benares and Gorakhpur Divisions: Non-Muhammadan Rural): Would it be possible for the Government to accede to all the demands till at least the Assembly is sitting, and then settle with them afterwards?

**Mr. President:** I do not know whether they will do it, but the arrangement which I have announced will do for our present purposes.

GENERAL BUDGET—LIST OF DEMANDS—*contd.*

SECOND STAGE—*contd.*

DEMAND No. 51—AVIATION

**The Honourable Sir Archibald Rowlands** (Finance Member): I move:

“That a sum not exceeding Rs. 1,25,65,000 be granted to the Governor-General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1947, in respect of ‘Aviation’.”

**Mr. President:** Motion moved:

“That a sum not exceeding Rs. 1,25,65,000 be granted to the Governor-General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1947, in respect of ‘Aviation’.”

*Aviation Policy and Nationalisation of its Services*

**Mr. Sasanka Sekhar Sanyal** (Presidency Division: Non-Muhammadan Rural): Sir, I move:

“That the demand under the head ‘Aviation’ be reduced by Rs. 100.”

By moving this cut I wish to raise a discussion about Aviation policy and nationalisation of its services. Sir, the history of civil aviation in our country is a woeful tale of sterility and bankruptcy. Whereas other countries have advanced with the march of time by leaps and bounds, here in our country the hands of the clock have been put back. After the first world war each country

[Mr. Sasanka Sekhar Sanyal.]

in the world went about putting civil aviation on the basis which would not only answer the peace-time requirements of the people and the country, but would also serve as a second line of the Air Force if and when war started. The reason was obvious—to maintain an air force in times of peace, is a costly undertaking, and therefore every progressive Government in the world encouraged private enterprise by giving subsidies so that in the event of war the State could fall upon these compositions and use them for the purposes of war. For example, in Germany, through Universities and Colleges the State gave encouragement and extended patronage to civil aviation to such an extent that just at the beginning of the last war there were as many as five lakh Glider pilots and about twenty thousand transport pilots besides private aircrafts which were very useful during the war time. This also happened in other free countries of Europe, but what has been done in our country? Aviation which started in 1926, or rather to be more accurate in 1928, introduced some facilities through some of the flying Clubs, and the result was that in 1939, when other countries had thousands and thousands of pilots, we had only some hundred Class 'A' pilots trained by these Flying Clubs, and five dozen commercial pilots to our credit. So far as these few hundred pilots were concerned, they were not made available for war time use. The practice was discontinued, the facilities were withdrawn, and the whole scheme was put in cold storage. This small number of five dozen Indian pilots, some of whom had been trained abroad, were absorbed as commercial pilots.

About fifteen years ago our present Director-General, Sir Frederick Tymms, came at the helm of affairs. It is a woeful tale that during his stewardship during the last twenty years India has not had more than four or five dozen of commercial pilots. There is something wrong somewhere, and I hope the House will apply its head and mind to discover that flaw. Not only that, but during war time there were tremendous opportunities. Other countries availed of the opportunities and we let them go. For example, in Canada, Australia, South Africa, New Zealand, even in Iraq and China, they have pilots of all descriptions; they have their own factories for manufacturing aircrafts. But, Sir, today after 20 years of aviation activities of the Indian Government, we have not been able to produce a single aircraft; we have not been able to assemble the different parts which we have taken from other countries. Experts say that it is much easier and less costly to bring into existence an aircraft than a motor car.

Why has this happened? It is an important question. The answer is clear and simple. Whereas all the countries in the world have taught their own nationals to apply their minds and imagination to building and re-building aviation projects, in this country the entire work has been left to the blind, unimaginative and unsympathetic stewardship of foreigners. Look at the authority and what it is composed of. You will find that the Board of Directors of Aviation consist of the following personnel: one Director General, Sir Tymms at the top. He has several Deputy Directors who are Europeans. Then there are Directors who are also Europeans. It is a complete composition of vested European interests and throughout these twenty years several crores of rupees have been spent out of the Indian exchequer to benefit Europeans and none but Europeans. For example, Sir, you find how Indian aspirations are throttled. There is no question of any factory for Indian aircraft. Even coming to the personnel such invidious discrimination is made between an Indian and a foreigner that, Sir, one's blood ought to boil. Then to-day, orders have been placed for sixteen planes at a cost of Rs. 3 crores and these orders have been placed with foreign countries who are not likely to supply these planes in the near future. They are now in the draughtsman's table.

\* **Sir Gurunath Bawoor** (Secretary, Posts and Air Department): Orders have been placed by whom?

**Mr. Sasanka Sekhar Sanyal:** At least orders have been placed against our money and it is for the Honourable the Secretary to give us the information.

**Sir Gurunath Bewoor:** I have asked the Honourable Member to say who has placed the orders.

**Mr. Sasanka Sekhar Sanyal:** I have collected information from the books circulated by Government, marked for official use only.

I will give, Sir, some few more startling facts for my Honourable friend there. Do you know how discriminating they are even between pilot and pilot. In England the rate per flying hour is ten shillings, that is Rs. 7/8. For an Indian pilot it is Rs. 25/30. An English pilot is qualified after 100 hours flying, whereas an Indian pilot is qualified only after 300 hours. Then a "B" Pilot, if he comes from England and belongs to the English race, will be taken in without an examination. But if a brilliant Indian comes with British qualifications, he will be subjected to another examination and he will be found wanting.

Then, Sir, so far as hangars are concerned, private pilots will not be allowed to use Government hangars. The other day a leading Indian daily, with a plane of their own, and whose head office is in Delhi, were told they could have their plane passing in the air but they have to land in Cawnpore if they must land. That is how discrimination is practised. Then every company is forced to keep a Britisher as the first pilot and an Indian pilot however eminently qualified cannot be superior to the Britisher and against a background that a European will take Rs. 1,500 to 3,500 while our Indian boys, though brilliant, they can serve their country and their families on less than Rs. 1,000. This is about the past, and this past has been under the stewardship of a brilliant European Sir Tymms! He has been knighted for his brilliant achievements. He has stood very well by the Britishers. They have imported all Britishers and it is time that he was asked to go back to England so that my countrymen are relieved of him. The schemes that are up his sleeves now are still more atrocious. He has two schemes. One is the external and the other the internal services scheme. So far as external services are concerned, at page 1 of the book which is meant for official use, it is said that a considerable proportion of European personnel will have to be employed. Why? We shall spend our money but we shall employ British personnel. Why? Are our boys not competent? During the war our Indian pilots showed remarkable skill and bravery. They flew up to Germany and against the Luftwaffe, they carried on bombing at night and drew the admiration of the whole world. Cannot they manage the external services connected with our country? India is the key position of all air services. It is meteorologically ideally suited for all-world activities. It is also geographically in a key position. If we close our frontiers against all other places, they will have to go on bended knees, because the far east and the west will be disconnected. We must raise our voices for flying over the whole world. It is not only a question of finance but of national mortality. It is a question of pride and prestige. Suppose a Britisher pilots my plane. That is to say my inefficiency will be advertised. I want to put a stop to that. I want my Indian boy, with an Indian flag flying over the plane, moving around and over the world . . .

**Srijut Dharendra Kanta Lahiri Choudhury** (Bengal Landholders): "Jai Hind".

**Mr. Sasanka Sekhar Sanyal:** . . . so that people of the whole world will realise that we have our efficiency and our national pride. Two companies, not only with subsidies but with shares in the capital, are going to be given long term leases for these external services. The Honourable the Secretary will contradict me if it is wrong, but he cannot; it is a pitiful tale. Our money must be spent entirely for our benefit and we will not allow other people to take advantage of our money before we have completely availed ourselves of those advantages.

[Mr. Sasanka Sekhar Sanyal.]

Coming to the question of internal services. All along these twenty years, crores and crores of rupees have been spent at financing some European companies, some pseudo-European companies and some Indian companies who happen to be compelled to swallow British personnel in their composition before they could get a subsidy from the State. The idea is that four companies will be given these 11,220 miles of scheme. Only 4,500 miles have been covered. The companies are Tata's, the Indian National Airways, Air Services of India, and Indian Air Survey and Transport. Indian Air Survey and Transport is the company of a Britisher. Air Services of India is a national company but then it has to maintain inferior quality of British personnel so that they could enjoy and continue to enjoy the assistance which is given by the State, and the British manager has to be kept simply to please the gods of the Directorate Board. Then there is the Indian National Airways. It is neither Indian nor National. It is simply airways. This will enjoy Rs. 4 to 5 lakhs a month of Indian money so that European capitalist shareholders can enjoy the dividends.

Coming to Tata's. I have no complaint against them. Tata's is an Indian Company but then here also the same tale is repeated. British management has to be accepted by force and British pilots have to be kept even if they do not fly. The flying has to be done by Indians but the higher salaries go to the British people who are at the helm of affairs.

Then comes the question of restricting the subsidies to these four companies. It is stated that the subsidy will be confined to not more than four companies. Why this? If there are other Indian companies able and willing to ply planes why should not they get the advantage of state assistance. There is neither science nor logic in creating a monopoly. We want to build up our national aviation. We want to distribute patronage to all and sundry so that in course of a short time we can build up our services to a high standard.

There should also be room for competition, because today on account of the fact that the Government is giving subsidies to the extent of 50 per cent. of the losses of these companies, inefficiency has been given a premium. If there is no competition and if there is a guarantee of recuperation of losses, there will be neither efficiency nor good management. Therefore some healthy competition is necessary. After the service has developed to a desirable extent, then the question of co-ordination or control will come. If there is a good Indian pilot and he is willing to fly planes for the service of society, why should the Government deny them the privileges which are their natural and moral due?

Then, Sir, there is another body in contemplation, namely the composition of the Air Transport Licensing Board. I want to warn the House against another Railway Board consisting of British personnel or something like that coming into existence. It is proposed that there will be five members with the Director General of Civil Aviation, who has stood so well by Britain all this time at the cost of India. Then there will be a Deputy, who will certainly be a European. Then there will be a nominee of the Finance Department. If my good friend Rowlands is not there, there will be some Lowlands who will be there. Then somebody of the Political Department and then a High Court Judge, a colourless and odourless High Court judge, who will also be spineless.

**Sir Cowasjee Jehangir:** May I ask the Honourable Member what he means by an 'odourless' judge?

**Mr. Sasanka Sekhar Sanyal:** May I ask my Honourable friend if he has a nose?

There is a danger in this board coming into existence, which will be another wheel within wheel and nobody knows how and where it will turn. We demand that all Provinces must have representation on the board. We demand that the people's representatives must find a place in the board. We must demand that it will be an Indian affair for India's benefit.



If we look at the white paper you will find that the Policy Committee has enunciated that the policy of the Government of India has been and is to develop civil aviation with Indian capital under Indian management. We know what has been done in the past and what is going to be done on the basis of these two propositions will be a further throttling of Indian aspirations. I want to make our demand clear that this Board must be Indianised. We want to make it clear that our Air Transport Licensing Board must be our concern and we demand that every key position must be filled by an Indian and there is no dearth of proper qualified Indians. We have enough technicians and to spare. We can lend them even to foreign countries. We have got aeronautical engineers who have stood well by the country and we have got pilots who have showed remarkable skill and bravery during the last few years and they have played the part of saviours of Great Britain. Therefore at a time when we are thinking and talking in terms of husbanding our resources for a free India, the least what we would expect the Government to do is to stand up and say that whatever may be done in the future will be done consistent with the declared policy of the Policy Committee and will be done for the benefit of Indian capital and the Indian masses. Every pie that is spent by India must bring in an outturn which is thoroughly Indian.

**Mr. President:** Cut motion moved:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

**Mr. Ahmed E. H. Jaffer:** Sir, I rise to support the cut motion so ably moved by my Honourable friend Mr. Sanyal. I need not go into the details of the past history of aviation in India. I should like to say that India has been the last to take advantage of aviation, thanks to the policy of indifference of the present Government. Look at the other countries in Europe and the Far East. They have made tremendous advance and we are still lagging behind. As early as May 1926 a memorandum was submitted by the Indian Air Board which stated:

"India is a country admirably suited for the development of aerial transport. Meteorological conditions are excellent for many months of the year and there is no reason to believe that the difficulties occasioned by the monsoon although serious are insurmountable. Apart from the question of internal services, it has been recognised ever since commercial aviation became a practical proposition that India's geographical position marks her out as an all-important link in any air route between Europe and the Far East."

Then, Sir, the other day the Honourable Member for Posts and Air, Sir Mohd. Usman, addressing the Reconstruction Policy Committee on the 8th January, 1946, said:

"It has been recognised that the internal air services of a country shall be the sole and exclusive concern of that country and that Cabotage, by which is meant traffic which originates from and terminates in the territory of the same country, shall be reserved for the national services of that country."

As far as I am aware, there are four Air Services in India, namely, the Tatas, the Indian National Airways, Ltd., Air Survey and Transport Ltd., and the Air Services of India, Ltd. May I ask how many of these four are national? The first of them is working with Indian capital, but under British management; the second is neither Indian nor national, and the third is hundred per cent. foreign. Only the Air Services of India is, I hear, cent. per cent. Indian, but even on that company a British Manager has been forced.

Coming to the question of internal air services, Government propose to offer subsidies to four companies only and thus give monopolies for a long term period. The other day we had a meeting of the Standing Committee for Posts and Air and my colleagues and I, brought home to the Honourable Member and the Secretary to the Department that we want that these companies should be Indianised and subsidy should be given to such companies which are cent per cent Indian. I should like in this connection to read the official minutes of that meeting in which it is said:

"Mr. Jaffer demanded an assurance that all the companies to be licensed by the Air Transport Licensing Board will be Indian companies and that only Indian companies will be subsidised. Sir Gurnath Bewoor referred to Sec. 116 of the Government of India Act which debarred the Government of India from laying down as a matter of policy that only Indian companies will be subsidised, as it will lead to discrimination against British companies."

[Mr. Ahmed E. H. Jaffer.]

I ask my Honourable friend Sir Gurunath Bewoor who is present, why not scrap this damn Government of India Act, particularly the section 116 under which you take shelter as it suits you.

**Mr. M. A. F. Hirtzel** (Bengal: European): May I ask the Honourable Member to read the paragraph he is quoting through to the end?

**Mr. Ahmed E. H. Jaffer**: I leave this to the Honourable Member himself to do so when he speaks on this cut.

**Mr. President**: I did not hear the Honourable Member properly. Section 116 of what Act, Defence of India Act or Government of India Act?

**Mr. Manu Subedar**: The Honourable Member is referring to the safeguarding clauses of the Government of India Act.

**Mr. Ahmed E. H. Jaffer**: Let the Honourable Member approach Parliament at Home and have the Act amended and then there will be no question of discrimination against Britain. Is it not a fact that in Australia, Canada, New Zealand and South Africa, foreigners, including British, have no say in the matter?

Referring to the question of Indian companies I also made it clear the other day and I repeat it on the floor of the House, that Muslim companies must have a share in the new companies that are going to be licensed. At present we have no Muslim company. I raised the said question the other day also in the Standing Committee meeting, the minutes of that committee are as under:

"Mr. Jaffer stated that the claims of Muslims should be safeguarded and instructions issued to the licensing board that at least a few Muslim companies should get licenses for air services. He said that this was the view of his party, the Muslim League, and that his party was very strong on the point and had instructed him to press for this. He considered that Muslim companies coming up for license before the licensing board would satisfy all the technical standards. H. M. was not prepared to accept specific reservations on a communal quota basis."

I respectfully differ from this. I maintain and I insist that we Muslims should have our share in the air services that are going to be licensed and subsidies to be given in future.

With regard to external routes, I put it before the Standing Committee and I repeat it today that we want a service from Karachi to Jeddah for Haj, to be run by a Muslim company. This too was raised at the meeting and Sir Frederick Tymms gave some sort of . . .

**Mr. President**: I think the Honourable Member will do better in not referring to these proceedings off and on of these committees and reading their proceedings; he can make whatever point he wishes to make without reference to those proceedings.

**Mr. Ahmed E. H. Jaffer**: I want to criticise the attitude of the Government and I want to bring to light what happened there. I do not think there is anything that I am debarred from doing so.

**Mr. President**: The point is, generally it is a matter of convention—generally I say—that what happens in committees is not the subject matter of quotation in the Assembly. The Honourable Member may refer to the points made, raise the same arguments which he raised there; but that will be different from referring to the proceedings in the committee and also from quoting the proceedings of the committee.

**Diwan Chaman Lall**: May I rise to a point of order? I take it you are referring to the proceedings of Select Committees. It is a convention that as far as proceedings of Select Committees are concerned, they cannot be referred to on the floor of the House. That does not apply to Standing Committees: copies of Standing Committee's proceedings are circulated to all Members; but Select Committee proceedings are of a different nature.

**Sir Gurunath Bewoor**: May I just say that a summary of the proceedings of every Standing Advisory Committee is circulated to every member of both

Houses? It is now being printed but I am sorry we have not been able to get them out yet, but it will be circulated to everybody.

**Mr. Ahmed E. H. Jaffer:** But the fact remains that it is not in the hands of Honourable Members now . . . . .

**Mr. President:** It seems my remarks are not very clear to the Members of the House. I do not want to shut out reference to these proceedings on the ground that they are private and should not therefore be referred to or the point should not be made in the House. But I made it quite clear that ordinarily this convention should be followed, and proceedings of the committees should not be quoted here again. What I mean is that the points raised there and discussed there may be referred to here: there is nothing confidential about them; but to read the proceedings would be needless here.

**Mr. Ahmed E. H. Jaffer:** I am not reading the entire proceedings—I am just reading particular lines which affect the debate.

**Mr. President:** I did not prohibit the Honourable Member from reading. When he read once, when he read twice. But when he was going to read the third time, I thought I should just invite his attention.

**Nawabzada Liaquat Ali Khan** (Meerut Division: Muhammadan Rural): The third time was the conclusion!

**Mr. Ahmed E. H. Jaffer:** Very well, Sir. Coming to the question of air services between Karachi and Jeddah, the Director General said that he was going to consider it. I hope they will consider it very seriously and see that we have a service from Karachi to Jeddah at least for the Haj season; during the off season it can be diverted to Cairo or East Africa or South Africa. But I maintain this should be operated by a Muslim company.

Coming to the question of the licensing board, I need not go into the details which have been set forth by the Mover. But I should like to say that this was also one of the points which my colleagues and I insisted before the Standing committee, that it should be Indianised. I further maintain and I stated this to the Honourable Member, that we must have two Muslim members on this committee and I hope my suggestion will be favourably considered by Government.

Coming to the question of the Air Training School, I insist that Muslims must have a reserved share of admission to this school—25 per cent. according to the quota fixed in other respects. At present we have no Indian pilots, or rather there is a scarcity. I blame Government for their neglect in this respect. As far as I understand, during the last 15 years Government have been able to train only 60 pilots—I am open to correction and I hope the Honourable Member in his reply will give us the correct figures as to how many Indian pilots have been trained and are available. . .

**Mr. Sasanka Sekhar Sanyal:** They are not releasing them from the forces. We must demand their release.

**Mr. Ahmed E. H. Jaffer:** The fact is that Government is giving no encouragement to private enterprise. They tell us that there is no local enterprise. I submit that we are prepared to have our own flying clubs if Government is prepared to give us encouragement. I have in mind the question of the Aligarh University flying club. This club was started in 1940 by that university, thanks to the efforts of my Honourable friend Dr. Sir Zia Uddin Ahmed, the Vice-Chancellor. I am sure he will correct me if I am wrong that Government have not extended any help to this club so far; but thanks to the efforts of the Court of the Aligarh university, this club has been making good progress and will carry on whether Government comes forward with help or not. But I suggest here is an instance where Government should come forward and extend the hand of co-operation when it is required.

There is an air training corps also in this university and cadets of the air training corps are taught compulsorily, while joy flights are given to students to make them air-minded. An aeronautical workshop is also being opened by

[Mr. Ahmed E. H. Jaffer.]

the university so that it will help repairs to the aircraft. But I am sorry to say that in the future plans no proper arrangements have been made to make the present aerodrome at Aligarh quite perfect. The present aerodrome is very defective. For four months in the year it is difficult to use it, due to the low land. I hope Government will see that we have a good aerodrome at Aligarh so that the new schemes we have in view of having an air service from Aligarh to Delhi and Moradabad will fructify.

Now, I come to the question of the Civil Aviation Directorate. We have been given a chart of so many appointments to be filled up. The Director General of Civil Aviation is on top and we see so many Directors and Deputy Directors to be appointed. Only yesterday morning I was reading that the Government have imported three experts from England. I have no objection to importing experts if we are lacking in them. I do not wish to adopt an anti-British attitude and say "Do not have them". I differ in that respect from some of my friends because I know in many cases we cannot do without them. But what I mean to say is, why have them for a long term of five years. Does it not prove that you are not going to encourage Indians to replace them? Is it that you are not going to train them and make them occupy those positions for which you are getting people from outside? It is clear that you do not want Indianisation for years to come, especially when they are being brought out to India on five-year contracts. Speaking of this Directorate, there is no gazetted Muslim in this Department. Very few Indians exist as Assistant Aerodrome officers and those too in temporary appointments. There is no Deputy Director General, Civil Aviation. I feel that he should be an Indian, especially as we have a Director General an Englishman. In the Technical Branch, and Engineering Branch of Civil Aviation, there is no Indian worth the name, let alone a Muslim. This much as far as Aviation Directorate is concerned.

I wish to deal now with the question of gliding in which I am personally interested and as the Honorary Secretary of the Gliding Association in Poona I should like to say how the Government have behaved towards this institution. The original idea of starting it was that of the well known Airman Mr. Kabali in 1930 but this association was revived in the year 1937 or 1938 by Mr. H. C. D. Irwin of the Burma-Shell, Bombay, to whom I should like to pay my personal tribute. It was his love of India and admiration for Indians that made him work day and night in starting this institution, with the result that ultimately he succeeded in having an institution called the Gliding Association of Poona. We have a beautiful site in Ganeshkind on the hill. At the first display in Bombay the Governor of Bombay was present and when the institution was started, thousands of people mustered strong to have a look and we had a very successful flight when the work of the Association started. We have been able to collect several gliders. We have a beautiful site. Hangars were constructed. Sir Frederick Tymms came down to Poona to have a look and I must say he went away satisfied. We did not have any practical help from the Government in this respect. I am sorry to say that the Government have neglected this subject of gliding to which I attach the greatest importance. I shall read what the Government say in their report with which I entirely disagree. They say: "India has one body concerned with gliding which has maintained a precarious and mainly inoperative existence for about 10 years."

I tell my friend that this is absolutely wrong. This was an active organisation working very well. One day when Mr. Leith came down to Poona from the Directorate—he was supposed to be an expert in flying—unfortunately he had an accident and he lost his eye sight, with the result that the Director General lost his head and he said that this institution should be put in cold storage for the duration of the war. I say this was very wrong.

Then they say: "Difficulty in getting suitable aircraft and materials during the war caused the attempt to be abandoned and the Association's activities have been suspended for the duration of the war."

This also is entirely wrong. We had sufficient gliders to carry on. We had a very good club. That was functioning but due to the orders of the Government of India we had to stop. The importance of gliding cannot be over-estimated. I would like to remind the House that the invasions that were carried on by Germany in the early part of the war were entirely due to gliders. Crete was invaded by gliders. Gliders played a very important part in Europe and I see no reason why we should not have more and more gliding in India and especially when we have got an institution of our own. We have got a very good pilot for gliding. We have Mr. Irani, we have Mr. Kabali and we have many more but the fact is that the Government do not look at this institution with favour.

Here they say in their report: "India is not topographically blessed with natural hill gliding and soaring sites."

That is wrong. We have a good site in Poona and we are prepared to have many more. Then the Government say further on: "Provided the necessary local initiative is forthcoming, there might well be 10 or more gliding clubs in existence five years after the war."

This is really surprising. Why five years after the war?

I do not want to take up any more time. We support this cut motion and I hope that the policy of Government in the matter of aviation will be considered seriously and that the general opinion of the House will not be overlooked and we hope that the Honourable Member will do his best to comply with our wishes.

**Shri Sarat Chandra Bose** (Calcutta: Non-Muhammadan Urban): Mr. President, my Honourable and learned friend Mr. Sasanka Sekhar Sanyal has placed before the House some of the considerations which led my Party to table the cut motion which stands in his name; and my Honourable friend Mr. Jaffer has added a few more considerations on behalf of the party which he represents in this House. I wish, in my turn, to add a few words of my own in support of what they have said. I would start by reminding the House that the policy that was declared by the Honourable Member in charge of this Department, not very long ago—to be exact, on the 21st April 1944,—was in these words:

"The policy of the Government of India has been and is to develop civil aviation with Indian capital under Indian management and to afford training and opportunities for employment to Indians."

I was at some pains to go through some of the booklets which have been issued by this Department, most of which have been marked 'For official use only'—not meant for non-officials like myself who are uninitiated into the mysteries of this Civil Aviation Department.

**Sir Gurunath Bewoor:** May I explain. When these booklets were printed originally, they were intended for official use but. . . .

**Mr. Sasanka Sekhar Sanyal:** My Honourable friend is not giving way.

**Shri Sarat Chandra Bose:** I was at some pains to go through the booklets and I find that never has there been a more flagrant departure from what was the declared policy of the Government. Of Indian management there is none today. As regards developing civil aviation with Indian capital, one can say it is Indian capital only partially. As regards affording training and opportunities for employment to Indians, there is none whatever. Sir Frederick Tymms has been in charge of this Department for the last 15 years or more. Will it surprise the House if I were to say that during these 15 years a total amount of about 30 crores of rupees have been spent on one of the most vital sections, namely, the section for training air crew and personnel, and Sir Frederick Tymms has succeeded in training about 60 commercial 'B' pilots in all? That is his record. And quite recently, not day before yesterday as was announced by Reuter but on the 10th February last or before that, as announced by the "*Times of India*", Sir Frederick Tymms thought it fit to import three foreigners from England into this country as part of his civil aviation expansion scheme. I know that one of them has been described as Air Vice-Marshal,

[Shri Sarat Chandra Bose.]

This House is not terrified nor even impressed by high-sounding titles such as Vice-Marshal or Air Vice-Marshal and all the rest of them. They are just ordinary pilots the like of whom we have in plenty in this country of ours.

I say, Sir, with a full sense of responsibility, that the Civil Aviation Department does not need a single foreigner to manage it. We have got plenty of qualified young men of our own. We have not forgotten that we have Kabalee, the pioneer in civil aviation in India, whose name was just mentioned by my Honourable friend Mr. Jaffer. We have got Raha, who is now representing India at Montreal; we have got Chakravarti, who was the Chief Aerodrome Officer; we have got Pradhan; we have got Bhagat Lal; we have got B. K. N. Rao; we have got Wing Commander Awan; we have got Ali; and we have got Katju and a host of others who are quite competent to take their places in the Directorate of this Department. In those circumstances, I submit, it was entirely wrong for the Government of India or for Sir Frederick Tymms, for the matter of that, to import foreigners into this country in order to place them in the Civil Aviation Directorate. I consider it one of the tragedies of our national life that Indians can be found to lend their support to these schemes of Sir Frederick Tymms. I repeat Sir, that I consider it one of the tragedies of our national life that Indians can be found to support the importation of foreigners when plenty of competent Indians are available to run the Civil Aviation Department.

I shall not go into the details of the Internal Air services. My Honourable friends Mr. Sanyal and Mr. Jaffer, have told you and the House that of the four services in respect of internal air routes, not more than two are Indian. What becomes then of the declared policy of the Government of India that civil aviation is to be developed with Indian capital and under Indian management?

Coming to the External Air services, I find in the booklet entitled "Post-war planning—External Air Services" a statement to this effect. "The Avro Tudor II aircraft, which will be used on this service, are expected to be available in 1947." It follows from that that my Honourable friend Mr. Sanyal was not far wrong when he presumed that orders had already been placed for this type of aircraft. Then follows another sentence which is even more important: "A considerable proportion of European personnel will have to be employed." And why? I ask I am sure if the Honourable Member in charge of the Civil Aviation Department and his Secretary, who is in this House, were to ask for the requisite number of Indians to man the different services in this Department, they will find plenty of competent Indians who can compete with the best Britishers that either Sir Mahomed Usman or Sir Gurnath Bewoor can think of today.

Coming to the second page of that booklet, in the paragraph entitled "Organisation", I find: "For the operation of external air services, it is recommended that two commercially managed corporations should be established, one for all operations to the West and the other for all operations to the East. These Corporations might be called Indian Western Airways Limited, and Indian Eastern Airways Limited." Now, Sir, let us not be deceived by the word "Indian". The words that follow show to what extent they are going to be Indian. "A substantial share interest in each Corporation should be given to one experienced air transport operator." It is not mentioned what that substantial share is going to be; but there cannot be the slightest doubt that the "one experienced Air Transport Operator" will be foreign and not Indian. Then, it is said, that Government should take a substantial interest in the share capital. And what is it? Only 20 per cent. They say: "Other airlines and possibly shipping interests should be allowed to take an interest, amounting to possibly 15 or 20 per cent." One would not be far wrong if one presumed that the airlines and shipping interests would also be foreign. They add: "the balance of the shares should be issued to the public." Why, I ask,

is this service not rationalised? If Government do not have 100 per cent. of the capital required surely there is Indian capital in plenty which will flow in if it is asked for.

Then, Sir as regards the personnel of these two Airways called the Indian Western Airways and Indian Eastern Airways, it is said: "The personnel, so far as necessary, shall be recruited from abroad". I am not in doubt at all that after a few months or after a few years, as the case may be, it will be found that all the personnel necessary for these two services have been completely recruited from abroad. The time has come for us to raise our voice of protest against the policy which is in action—a policy which is quite different from the one declared two years ago. It is time for us to demand that every phase of civil aviation in India—operation, direction, management, maintenance, research—every phase of it, shall be Indian and national. And, in addition to the demands which have been placed before the House by my Honourable friends Mr. Sanyal and Mr. Jaffer, I shall demand on behalf of this side of the House that not one more farthing should be spent and not one more foreign recruit should be imported until this House has had the opportunity of examining the scheme in detail. That demand I make in all seriousness and with a full sense of responsibility; and I hope that the demand for a Committee of the House to examine the whole question will be accepted by the Secretary of the Posts and Air Department, Sir Gurunath Bewoor.

Sir, this motion is certainly a motion for censuring the Government. There can be no doubt about it. This motion has been tabled with a full realisation of its import. We censure the Government, firstly, for not taking steps for Indianising and nationalising this Department; secondly, we censure the Government for importing foreign personnel into the service of this Department while Indian personnel, qualified, competent and experienced, can be had in plenty; and thirdly, we censure the Government for allowing a monopoly to four Air Services to control all the internal air routes. I thought that the time was ripe for doing away with all monopolies, whether eastern or western. We are here not to defend but to oppose vested interests, whether European or Indian. We definitely want these services to be nationalised and progress to be made in that direction. That is why we have brought this censure motion; and I hope it will be passed by the House.

**Mr. M. A. F. Hirtzel:** Mr. President, I am a little surprised at the vehemence which the Honourable Gentlemen of the Opposition have shown in speaking on a cut motion of Rs. 100. I should have thought that if they felt so strongly as they appear to do,—and it appears to me that they feel more strongly than they expressed themselves on the subject of road-rail co-ordination,—they would have been fully justified in withholding supplies. I am afraid they have not done so, and therefore we, on this side, must come to the conclusion that they perhaps spoke a little more strongly than they actually feel and they know a little more about the details of the plans that have been put before them than they are prepared to admit. I am confirmed in that impression by the fact that as I understood the Honourable the Leader of the Opposition, he wound up by saying that civil aviation should be nationalised. If I understood the Honourable Member, who introduced the cut motion, on behalf of his Party, he said that there should be no nationalisation, but entire freedom of competition in the country.

**Mr. Sasanka Sekhar Sanyal:** If the Honourable Member has not understood my speech properly, I cannot help it.

**Mr. M. A. F. Hirtzel:** I can well understand in these circumstances the Leader of the Opposition's desire to make the position of his Party rather clearer. Naturally under conditions today, he was unable to do that without putting on the usual friills. I do not propose to enter into the racial controversy this afternoon myself. As I, with my limited intelligence, understand the position, it is the accepted international principle of civil aviation that internal aviation is reserved for the nationals of the country concerned. External

[Mr. M. A. F. Hirtzel.]

aviation is a matter of bi-lateral negotiations. We, therefore, on this side of the House take the view that so far as external aviation is concerned, India will get as good as she gives. So far as internal aviation is concerned, the question is largely settled by international principle. That, as I understand it, was confirmed at the Standing Committee on civil aviation, but unfortunately the records of that Committee are phrased so as to indicate that India wishes to discriminate against the British and not that she wishes to reserve to herself her rights against all non-nationals. My Honourable friend Mr. Ebrahim Jaffer unfortunately did not read the full quotation from the proceedings through to the end, and I am now barred by your Ruling, Sir, from reading the same to the House. I would ask Honourable Members to read the passage which Mr. Ebrahim Jaffer quoted through to the end.

**Mr. Manu Subedar:** Also read section 116 for the benefit of the House.

**Mr. M. A. F. Hirtzel:** My time is very short, and I do not propose to deal in detail with all the literature that has been given to us by the Civil Aviation Department. But, I, on behalf of our Group would like to congratulate them on the great detail of the plans which they have put before us. I suspect that some Honourable Members opposite not only have not read them but probably have not seen them. The Civil Aviation Department has in fact produced very detailed plans and I think they have produced more detailed plans than any other Department has put before us.

Now, Sir, I should like to speak a word on principle. The most important principle, so far as internal aviation is concerned is to cover the largest area possible and in the case of India, the difficulties of principle which arise in the case of external aviation are also demonstrated, because we have the Indian States, and the immediate issue today is to secure that in India civil aviation is a single system. What then is the position of the Indian States in relation to the Government of India's plan on that subject? The utmost indication we have is that Government *hope* that there will be collaboration. I suggest that hope is not sufficient in this matter. There must be full agreement and full collaboration of all the constituent parts of India as a whole, if the internal services are to be built up effectually. Then comes the question of how are the internal services to be operated. There are four main methods. Mr. Sanyal suggested that this Licensing Board would be another Railway Board. Had it been so, we on this side would certainly have opposed it. There are four main methods of operating civil aviation. The first is State operation on lines corresponding to the Railways. Then secondly, a statutory Corporation with a monopoly and supported by public finance. The third possibility of operation is a single commercial company financed on commercial principles and also subsidised, if necessary. The fourth possibility is a limited number of companies. Now, Sir, it seems to us that the decision as to which of these methods of operation is the most satisfactory depends and must be taken on the basis of what the State's main interests are. What are the issues which are at stake for India in this matter? First of all there is the provision of international facilities, that is to say, such ground facilities as will enable international air lines operated by or in conjunction with India to operate through and across India. The second principle is the great need, to which we fully subscribe, for expanding civil aviation to the utmost. Thirdly, the maintenance of adequate standards of safety and security. Fourthly, the need for limitation of liability on the revenues of the State. Finally there is the question of India's defence liabilities. Now, Sir, in our view, we cannot disregard any of these main heads, and they are in fact closely interwoven with each other. If expansion is too slow, it means that there will be inadequate reserves of trained men for defence purposes. If there is unnecessary financial liability on the part of the State in financing companies, it will mean that the Government will be able to spend less on ground facilities and so international aviation will be adversely affected. And so on.



Now, Sir, taking these five principles, the main grounds for Government intervention and control appear to us to be the need to provide international facilities, the need to maintain standards of security and the need to answer expansions of personnel to meet defence liabilities. These three certainly justify State intervention, State licensing to maintain standards and State training to provide personnel. Beyond this, in our view, State intervention should not go. The expansion of air services and the high quality of service required will, we believe, be best achieved by a commercial system of operation plus a self-eliminating subsidy. State operation in our view is ruled out altogether by the position of the railways today. (Prof. Ranga "Oh!"). The Honourable Member says "Oh!" Let me remind him that the capital position of the railways is not really known. The broad principles of their operation have been constantly mooted and constantly left undecided in the matter of the Railway Convention; and no country has yet solved the problem of the State as an employer of labour. For all these reasons we think it would be most unwise to take on further obligations at this stage in the matter of civil aviation.

Now the position as I have outlined it appears in fact to be nationalisation modified only to the extent that the principle of commercial operation is admitted for two purposes, namely, (a) to secure the most rapid expansion of services, and (b) to limit the financial liability of the State. The question, therefore, is not whether there should be nationalisation or not but whether the measure of nationalisation which Government in fact proposes does not go too far. On this question we ourselves are prepared to keep an open mind and to watch developments on an experimental basis. (But I do claim that the examination that I have given shows that Government's position will in fact be well safeguarded in the plan, but there is a chance that even so the public needs may not be fully met. And that is what really interests us. As we see it, the public needs are: (a) safe and quick transport of personnel and valuable cargo; (b) adequate terminal facilities; and (c) cheap and regular mails promptly delivered.

**Prof. N. G. Ranga:** And no profiteering.

**Mr. M. A. F. Hirtzel:** I am referring to the service that we require when we go to the civil aviation companies and have to pay for it.

The first of the needs that I have mentioned appears to be amply covered by the Government's plan. But I must say that we are not fully convinced as to whether the second, namely, adequate terminal facilities and cheap and regular mails promptly delivered, have been so fully provided for. Government in our view must adopt a very liberal policy in these matters, because the service given has itself great publicity value. In the plan we have not found any provision for publicity, but publicity in our view is of the first importance. It is perfectly true that the satisfied user will do some publicity, but the dissatisfied users will do counter-publicity. All the users must therefore be satisfied; and thus a much bigger publicity campaign is certainly needed if India is to be made air-minded.

For all the reasons that I have given and considering the wide variety of factors which have to be reconciled, we on this side of the House believe that Government's plan for civil aviation on the whole keeps a fair balance between nationalisation and free competition, and we prefer to accept it as such, on an experimental basis and to see how it works. But I would emphasise again to Government that the test is whether these proposals do not in fact go too far and we shall have to see how far the needs of the public will be met. Sir, I oppose the motion.

**Sir Gurunath Bewoor:** Sir, I am much obliged to my Honourable friend Mr. Sanyal for the opportunity he has given me of giving an explanation of the policy of Government in regard to aviation, regarding which there seems to be a considerable amount of misconception. I am convinced that there is a great deal of misinformation, some perhaps deliberate, which has been spread about

[Sir Gurunath Bewoor]

civil aviation, and I am confident that the Honourable the Leader of the Opposition who very strongly criticised the Department will be satisfied when I have explained to him exactly what the position is.

**Shri Sarat Chandra Bose:** Will you agree to a committee of the House to go into the whole question?

**Sir Gurunath Bewoor:** I should like the Honourable the Leader of the Opposition to listen to me and then decide whether a committee of the House is necessary. There is nothing that I have to conceal in this matter.

**Shri Sarat Chandra Bose:** My question was directed to Government. Are Government prepared to agree to a committee of the House going into the whole scheme?

**Mr. M. A. F. Hirtzel:** Is there not a standing committee of the House?

**Mr. President:** The Honourable Member will proceed.

**Sir Gurunath Bewoor:** The cut motion is to discuss the aviation policy and nationalisation of air services. The Mover did not speak about nationalisation in the sense of a State monopoly. The term 'nationalisation' has two meanings, one nationalisation may mean Indianisation, and the other  
4 P.M. nationalisation may mean a State monopoly as against private enterprise. As the Mover only spoke about Indianisation I gather that it was not his intention to raise any discussion about nationalisation in the sense of State operation

**Prof. N. G. Ranga:** My Leader has already spoken in favour of it. Don't take umbrage at what he said.

**Sir Gurunath Bewoor:** I am taking no umbrage whatsoever. My Honourable friend is himself in a perpetual state of indignation.

**Prof. N. G. Ranga:** Come to the point.

**Sir Gurunath Bewoor:** I should first of all like to state clearly what the policy of Government is with regard to civil aviation. This is, to promote as rapidly as possible the orderly development of India's air services, both internal and external, on an economic basis by Indian enterprise and under Indian management, and to encourage the training and employment of Indians. I repeat that in this House, and if I am accused of not having carried it out I think Government deserve to be censured. I felt rather hurt at the Honourable the Leader of the Opposition saying that I who am an Indian and occupy this position merely because of the efforts of the Members of the opposition towards Indianisation and my Honourable Member would lend ourselves to any subterfuge for employing Britishers when Indians were available.

**Shri Sarat Chandra Bose:** I adhere to every word I said.

**Sir Gurunath Bewoor:** I merely expressed my regret. Now as regards development by Indian capital and Indian management, this has been the policy declared and followed for many years.

**An Honourable Member:** Declared but not followed.

**Sir Gurunath Bewoor:** I would in this connection refer to the criticisms made that the four companies which operate the air services in India are not Indian. Surely in the case of Tata Air Services, I do not think anybody can say it is not Indian. (Interruptions).

**Dr. Sir Zia Uddin Ahmad** (United Provinces: Southern Division: Muhamadan Rural): You are making a mistake in not following the right line.

**Sir Gurunath Bewoor:** As regards Indian National Airways, it has been said that this is not an Indian concern. By the courtesy of the Indian National Airways I have received information from them which I have pleasure in giving to the House. The total number of shareholders in this Company is 1,270 of whom 1,165 are Indians, i.e., 91.70 per cent.

**Prof. N. G. Ranga:** What is their total holding?

**Sir Gurunath Bewoor:** The total capital is 30 lakhs. The capital held by Indian shareholders is Rs. 26,88,036 or 89.6 per cent. The capital held by non-Indian shareholders resident in India is 8.59 per cent.; capital held by non-Indian shareholders resident abroad is 1.81 per cent.

**Srijut Dharendra Kanta Lahiri Choudhury:** What is the management of the Indian National Airways?

**Mr. President:** I think it will be better if the Honourable Member is allowed to proceed in his own way, and then questions may be put at the end. It is no use putting questions every now and then and after every sentence or two. (Interruption.) Please hear his point of view first; he has got his own point of view.

**Sir Gurunath Bewoor:** It is somewhat upsetting when Honourable Members are impatient. I was going to tell them about management; only I was not allowed to finish.

**Dr. G. V. Deshmukh** (Bombay City: Non-Muhammadan Urban): The House is not air-conditioned!

**Sir Gurunath Bewoor:** Of the I.N.A. Directors . . . . .

**An Honourable Member:** Which I.N.A.?

**Sir Gurunath Bewoor:** Indian National Airways. Seven out of the ten Directors are Indian. The Managing Agents are Govan Brothers. This is a private Limited Liability Company registered in India with a rupee capital. Seven Indian shareholders hold 40 per cent. of the capital.

**Srijut Dharendra Kanta Lahiri Choudhury:** Who are they?

**Sir Gurunath Bewoor:** And there are seven directors of the Company of whom two are Indians.

**Mr. Vadilal Lalubhai** (Ahmedabad Millowners' Association: Indian Commerce): Is 60 per cent. of the holding foreign?

**Sir Gurunath Bewoor:** Of the holding by Europeans, a percentage is surrendered on retirement and it has been the policy of the company for a considerable time past to increase the number of Indian Directors. All European shareholders are resident in British India, and are actively engaged in the management of the Company.

[At this stage Mr President vacated the Chair which was then occupied by Syed Ghulam Bhik Nairang (one of the Panel of Chairmen).]

Now, Sir, as regards the Air Service of India Limited, it is admitted that it is an Indian Company. As regards the Air Survey and Transport Company, no air services are operated by that company. Their whole work is connected with survey and mapping on charter by private parties.

**Mr. Sasanka Sekhar Sanyal:** Mr. Smith's Company?

**Sir Gurunath Bewoor:** I therefore hold that the Government of India have followed a consistent policy of Indianisation.

**Prof. N. G. Ranga:** Question.

**Sir Gurunath Bewoor:** I was asked who are employed by these companies, and that the Government forced these companies to employ Europeans. I would like here to give a flat contradiction to that statement. Government does not force any company to employ any particular person. It is entirely their choice.

**Mr. Sasanka Sekhar Sanyal:** On a point of information. Will the Honourable Member be pleased to state if any of these four companies are running without British personnel?

**Sir Gurunath Bewoor:** I was coming to that also; I was not given time.

The first part of accusation against Government was that either the Director-General or Government forced these companies to employ Britishers. I simply wanted to contradict that statement. The Companies employ Britishers because they probably find them more competent or more experienced.

[Sir Gurunath Bewoor]

In the Tata Air Lines today out of the Air Crews—that is to say pilots and wireless operators—there are 21 pilots and 23 operators; they are all Indians. Among the Engineering staff, out of 50 Ground Engineers only 8 are Europeans.

**Srijut Dharendra Kanta Lahiri Choudhury:** Why are they there?

**Sir Gurunath Bewoor:** Probably the Company find that they are more useful and experienced.

**Mr. Sasanka Sekhar Sanyal:** To please the Director-General.

**Mr. Chairman:** The Honourable Member should be allowed to go on, as already ruled by the President, and at the end questions can be asked.

**Sir Gurunath Bewoor:** In the Indian National Airways today out of the Air Crews there are 16 pilots and 13 Wireless Operators, and all are Indian. Out of the Engineering staff out of a total of 32, three only are British. That will give the House an idea of what has been done in the way of Indianization, and again I would like to state that there is no question of appointing a Britisher in order to please the Director-General of Civil Aviation, and if any Company has any such idea I hope my statement in this House will remove it and I shall be the first man to congratulate them on employing Indians in place of Britishers in those Companies.

Government have also been accused by Mr. Sanyal and others on not having developed civil aviation in India in the early years. Here, Sir, I think if anybody is to be blamed, it is the past Government encouraged to a certain extent by this House. In the old days it was the most difficult thing to get any money for civil aviation and I know that the present Director-General had done his best and put up the biggest fight he could to get more money, but he could not get it. I have here figures of the budgetted expenditure from 1931-32, but I need not trouble the House with those figures. From 1936 the amounts allowed every year were about 17 or 21 lakhs and the highest figure before the war was 35 lakhs in 1939-40. On the capital side again, the capital expenditure was between 18 and 20 lakhs a year. Civil aviation could not be developed with this small amount of money and no subsidy was given by Government. You may blame the past Government, but that was the policy in those days and people said that this was a luxury service. India wanted its money for other purposes, and the natural result was that civil aviation could not be developed. To give the House a conception of the amount of money required, I would like just to mention here that for the next year we have had to provide Rs. 125 lakhs only as the first beginning with post-war planning.

Post-war planning for Civil Aviation was taken up about two years ago and has been worked out in great detail. These plans were prepared in the first instance for the consideration of the Policy Committee which, as the House is aware, consists of representatives of all Provincial Governments and of certain industries and certain operators. When they were first printed, they were naturally marked 'For official use only' because it was not intended to release them until the plan had been seen and approved by the Policy Committee, then by Government, and then by the Standing Finance Committee and the Standing Advisory Committee. Now Government have decided to release them and I am sorry that 'For official use only' was not crossed out before the copies were supplied. The copies have been placed in the Library of the House, and it is our hope that we shall make it available to the general public who may be interested in these plans. These plans are really in far greater detail than have been worked out by any other country so far as I know, and I have been to some other countries. We have tried our very best to indicate what are the general ideas on the subject, but I would like the House to accept this from me that the statements made there do not indicate any decisions of Government. They are plans giving certain views as to what is thought necessary e.g., to employ a certain number of technical personnel from other countries.

It does not mean that it is the policy of Government that Britishers only will be taken.

**Shri Sarat Chandra Bose:** Does it not indicate a policy of British infiltration into the Civil Aviation Department?

**Sir Gurunath Bewoor:** Certainly not.

**Shri Sarat Chandra Bose:** Then, what does it indicate?

**Sir Gurunath Bewoor:** These plans have been put to the Policy Committee, the Standing Advisory Committee and the Standing Finance Committee and they approved of them subject to certain comments which have been duly noted and which will be incorporated when the plans are going to be implemented. The Standing Finance Committee, for example, approved of these plans and . . . . .

**Diwan Chaman Lall:** By a majority.

**Sir Gurunath Bewoor:** Yes, by a majority. They said that any company which gets the contract should take steps to train Indian personnel and Indianise the operating services.

**Dr. Sir Zia Uddin Ahmad:** In the Standing Finance Committee I made a very strong protest and wrote to the Finance Member that I did not agree to the policy.

**Mr. Sasanka Sekhar Sanyal:** The dissentient notes have not been published.

**Sir Gurunath Bewoor:** The Standing Advisory Committee also made certain comments which we noted and in this connection I think my friend, Mr. Jaffer, should not have stopped where he did when he read the minutes. I did refer to Section 116 to the Government of India Act which debarred the Government of India in laying it down as a matter of policy that only the Indian companies will be subsidised. But I explained that the subsidy will be given only to companies licensed by the Licensing Board and the policy of the Government was to develop civil aviation with Indian capital and under Indian management and added that as the policy was clear, the question could arise only in the unlikely event of a European company getting the license from the Licensing Board. I do not think that there is any question here of subsidizing a European company. We have been accused that these plans do not go far enough and perhaps we could have made bigger plans with more services. But when we made these plans our intention was to provide a system of air services which are essential in modern conditions for the proper development of India as a whole. But it is not intended to stop here. Government are confident that stimulated by these trunk and link services there will come into existence a considerable number of feeder air services to serve local needs. I think a good deal of development has been done and I am sure the House will be glad to note that whereas in 1938 Indian air transport services flew 13 lakhs of miles and carried 784 passengers, in 1945 they flew 21 lakhs of miles and carried 24,310 passengers. Well, Sir, we are going ahead . . . . .

**Prof. N. G. Ranga:** Only in the wrong direction!

**Sir Gurunath Bewoor:** . . . with the implementation of the plan.

**Shri Sarat Chandra Bose:** With British personnel recruited from England.

**Sir Gurunath Bewoor:** And here we come to the question of the recruiting of the staff about which we have met with very bitter criticism. I have fully recognised that the aim of the House—that is also of the Government is—to Indianise the services as fast as possible.

**Shri Mohan Lal Saxena (Lucknow Division: Non-Muhammadan Rural):** Utilise them first and then Indianise!

**Sir Gurunath Bewoor:** But if we are going to wait until Indians are trained and then take up flying, I am afraid we shall have to wait a considerable time.

**Diwan Chaman Lall:** Is it his contention that there are not Indians trained sufficiently to take over these services?

**Sir Gurunath Bewoor:** That is the contention of Government.

**Diwan Chaman Lall:** May I ask my Honourable friend whether it is not a fact that the Government found no difficulty in getting pilots for the war?

**Sir Gurunath Bewoor:** We are not talking of pilots alone. We are talking of the development and the management at the head. There has been vast progress in the technique of flying, flying control and navigational aids. Indian Air services have an enviable record for safety. We want to maintain it. Everything possible must be done to ensure safe flying. Any unsafe flying would hold up the development of flying and air consciousness among the people.

**Shri Sarat Chandra Bose:** May I put a question to the Honourable Member? Will the Honourable Sir Gurunath Bewoor tell this House what Sir Frederick Tymms was in England before he came out to India?

**Sir Gurunath Bewoor:** The qualifications of Sir Frederick Tymms before he joined were his administrative experience and experience in civil aviation.

**Diwan Chaman Lall:** The same sort of experience that you yourself have.

**Sir Gurunath Bewoor:** Let me continue. I am not stopping there. Sir Frederick Tymms was commissioned in the war of 1915—19 and was commissioned in the Royal Flying Corps in 1917.

**Diwan Chaman Lall:** What?

**Sir Gurunath Bewoor:** I must ask Honourable Members kindly to hear the statement completely before making remarks.

**Mr. Chairman:** The Honourable Member should be allowed to complete his statement and questions can be asked later on.

**Sir Gurunath Bewoor:** I do not think it is quite fair to me.

**Prof. N. G. Ranga:** You have not been fair to the country! That is the trouble.

**Mr. Chairman:** Order, order.

**Sir Gurunath Bewoor:** He has received the Military Cross, the Chevalier of the Order of the Crown and the Belgian Croix de Guerre. In 1918 he went on a British Aviation Mission to the United States of America regarding training and organising American Air Service in air observation. In 1919 he was Instructor in Air Navigation at the Royal Air Force School of Navigation. In 1920—27 he was Technical Officer in the Civil Aviation Department of the Air Ministry. In 1924 he commanded the Air Section of the Oxford University Arctic Expedition to Spitzbergen. He was a member of the Air Survey Committee, Great Britain, and part Author of "Flying for Air Survey Photography". He was the Air Ministry Chief Examiner in Navigation for Pilots and Navigators' licences and part Author of "Commercial Air Transport". In 1927 he was appointed by the Air Ministry as Superintendent of the Egypt-India air service. He was seconded to the Government of the Sudan, Kenya, Uganda and Tanganyika to survey and organise air routes, including the Cape to Cairo air route, and to organize the administration of civil aviation. In 1928—31 he was Chief Technical Assistant to the Director of Civil Aviation, Air Ministry. He is a Fellow of the Royal Aeronautical Society, the holder of 1st Class Air Navigator's Licence and Pilot's "A" Licence. He is also the author of a number of scientific papers on Navigation, Air Survey, Meteorology and other technical aviation subjects. Now, Sir, I ask the House . . .

**Shri Mohan Lal Saksena:** How were the services of such an experienced person dispensed with in England?

**Sir Gurunath Bewoor:** His services were lent to the Indian Government at the request of the Government of India in order to succeed Sir Francis Shelnardine, who was the previous Director of Civil Aviation. I am surprised at the amount of prejudice that I see against a distinguished and faithful officer of the Government of India. I wish to state that I have had the honour and privilege of working with Sir Frederick Tymms for the last four years. I have attended with him the private conversations we had with the United States Government. I went to the Chicago International Civil Aviation Conference with him.

**Diwan Chaman Lall:** Why didn't you both remain there?

**Sir Gurunath Bewoor:** And I have been in a number of various conferences with him. I have never known Sir Frederick Tymms ever raise any question which smacked of his favouring the British as against the Indian. The House may refuse to accept my statement but I must express my personal conviction about this matter.

I think, Sir, a man who is in charge of a big Department like has to do many things and Sir Frederick Tymms is a strong man and it is quite possible that he does not put up with fools gladly. He may have had to do many things which are not quite liked by many people. It would be most unfair to consider that an officer of this kind who has worked with singular energy and singular devotedness should be accused of being anti-Indian.

**Mr. Chairman** The Honourable Member has one minute more.

**Sir Gurunath Bewoor:** I understood that the Government representative can have 20 minutes and even more if further time is required.

**Mr. Chairman:** The Honourable Member has had 20 minutes already but I can give him five minutes more.

**Sir Gurunath Bewoor:** I shall require more time, because I have to deal with a large number of questions which have been raised.

As regards the presence of Britishers whom we have got, I would like to state here that we only got these Britishers when Government was convinced that we have not got the necessary men to deal with the post-war plans. Before the War this Department had one Director of Civil Aviation, one Deputy Director of Civil Aviation and we were working with a small staff of officers. We planned this large expansion—as I stated the expansion is six times what we had before the war—and in view of the large progress made in aviation and its technique we felt that we must have men who knew something about it. The selection was made when we were in London, by myself, Mr. Sen Gupta, our Financial Adviser and Sir Frederick Tymms. In this connection I must express my obligation to the Air Ministry and the Civil Aviation Ministry in England who were able to spare these experienced men for our service here.

**Mr. Manu Subedar:** Why did you give them such long contracts?

**Sir Gurunath Bewoor:** We took Sir Edward Rice as Deputy Director General. The Leader of the Opposition was not impressed by the fact that he was Air Vice-Marshal. I quite agree that an Air Vice-Marshal need not necessarily be suitable.

**Shri Sarat Chandra Bose:** He was just an ordinary pilot like many of our Indian pilots.

**Sir Gurunath Bewoor:** I would explain to the House who Sir Edward Rice is and what experience he has got. He has had 32 years' experience of aviation in the Royal Flying Corps and the Royal Air Force. His experience of flying operations ranges over France, Belgium, Africa, Egypt and the Coastal Command. He was transferred to the Bomber Command in 1938 and took part in the bombing offensive on Germany. In 1941 he organised in West Africa the air reinforcement of the Forces in North Africa at a critical stage in the war. At the end of the European war, after commanding No. 1 Group, Bomber Command, he commanded a Training Group to train crews for the Japanese War.

We have taken Mr. Bussell who was in India for nearly five years and he was associated with the enrolment and training of officers and men of the Royal Indian Air Force.

Now, Sir, these people have been taken on contract. The contract is for five years and I am told that this is too long a period. May I assure Honourable Members that these contracts are subject to termination on six months' notice. If suitable Indians are available, it will always be possible to employ them in these places but, Sir, . . . .

**Shri Sarat Chandra Bose:** It is a foul libel on Indians as the Honourable Member himself knows.

**Sir Gurunath Bewoor:** I think that is a very wrong statement. I would not make a foul libel on my own countrymen.

**Shri Sarat Chandra Bose:** That is our tragedy today.

**Sir Gurunath Bewoor:** It is a matter of opinion. Where we have had men of experience in a particular line of operation. . . . .

**Mr. Sasanka Sekhar Sanyal:** You are selling our future.

**Sir Gurunath Bewoor:** I am not selling our future. These people are on contracts which are terminable on six months' notice.

There is one more point, Sir. No amount of training is a substitute for experience. What we wanted was men who have had some experience of actual air transport operation and they have come here to help us to build the air transport of this country. We are putting Indians in the next lower level and we are hoping that they will learn in the course of a year or two or three years the method of work. In fact we might say that most countries have done it. Every country imports experts from outside in order to learn by their knowledge and experience, to teach the people in the country and when we are capable of looking after ourselves we would be able to Indianise the service completely.

As my time is ending I intend to deal with the question of nationalisation. In the case of nationalisation I understood that it is not a case of State *versus* private enterprise. But so far as nationalisation in the sense of Indianisation is concerned, I have already stated the policy of the Government and if Europeans or Britishers are being taken it is solely as an interim measure to enable us to take up and progress more rapidly with the development of air services in India and not for any other reason whatsoever.

There was unfortunately a misunderstanding about the four companies which have been mentioned in the plan. This memorandum dealt at that time with the various possible modes of operation. It examined the advantages and disadvantages of a state service operated departmentally or operated as a corporation or a private company or corporation. All that is stated about the four companies is this. It is stated that the services which were set out in the plan could be operated by four companies and there was never any intention that there would be only four companies or that they would be those which existed or that there would be four and no more. I hope that that misunderstanding is removed.

**Diwan Ohaman Lall:** Why did not the Department consider the feasibility of a nationalisation scheme in connection with civil aviation?

**Sir Gurunath Bewoor:** Government did consider at very great length indeed—the question of state *versus* private enterprise. . . .

**Diwan Ohaman Lall:** Why did you not adopt it?

**Sir Gurunath Bewoor:** I will tell you. This question I am not going to examine on any basis of abstract economic theory. I know that there is a great deal to be said for either type of operation of air transport services. Both of them have their advantages and disadvantages. Government was anxious to see what method would promote the most rapid and orderly development in the present conditions of India. That was the only test which was applied. The four methods have already been mentioned in this book which Honourable Members must have read. Now, Sir, the arguments which. . . .

**Srijut Dharendra Kanta Lahiri Choudhury:** On a point of Order, Sir. The Honourable Member's time is up. You said five minutes and he has already taken five minutes. We want to know how long more he will be allowed to speak.

**Mr. Chairman:** If Honourable Members go on putting question after question, the Honourable Member's speech is bound to be lengthy. I think



Honourable Members should resist the temptation to put questions and then he will come to the end of his speech sooner.

**Sir Gurunath Bewoor:** I am sorry I am taking so much time.

**Mr. Chairman:** The Honourable Member cannot have more than one minute.

**Sir Gurunath Bewoor:** What we felt was this: we felt that if we nationalised all air transport, that is, bad State monopoly, the rate of development would be slowed down, due to limitation of capital and recurring expenditure. Development would be subject to the fluctuating conditions of Government finance. Air transport is still a luxury service and might therefore get neglected as compared with other development plans of Government. In a new and changing type of transport like air, flexibility in management and imagination in development is essential. State enterprises are notoriously lacking in these . . . .

**Diwan Chaman Lall:** You are condemning yourself.

**Sir Gurunath Bewoor:** I cannot finish at this rate.

**Mr. P. J. Griffiths:** On a point of Order: can we not have an end of this continuous fire of interruptions?

**Mr. Chairman:** The only way to terminate this interminable parley is to tell the Honourable Member that his time is up.

**Sir Gurunath Bewoor:** I should like to say that I think it is most unfair that Honourable Members criticise me when I give the opposite point of view: I did not interrupt them when I was listening to what they had to say. But when I speak and when I am on very strong ground in replying to them, I am interrupted at every step. I know that for every view there is an opposite view; but if Honourable Members will not allow me to give my answer to them, I cannot help it.

**Some Honourable Members:** The question may now be put.

**Mr. Chairman:** The question is:

“That the question be now put.”

The motion was adopted.

**Mr. Chairman:** The question is:

“That the demand under the head ‘Aviation’ be reduced by Rs. 100.”

The motion was adopted.

#### DEMAND No. 15.—DEPARTMENT OF INFORMATION AND BROADCASTING

**The Honourable Sir Archibald Rowlands:** I move:

“That a sum not exceeding Rs. 1,36,29,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1947, in respect of ‘Department of Information and Broadcasting.’”

**Mr. Chairman:** Motion moved:

“That a sum not exceeding Rs. 1,36,29,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1947, in respect of ‘Department of Information and Broadcasting.’”

#### *Abolition of the Organisations of Research and Reference, Information Films, Field Publicity Organisation and Arts Section*

**Sri M. Ananthasayanam Ayyangar** (Madras Ceded Districts and Chittoor: Non-Muhammadan Rural): Sir, I beg to move:

“That the demand under the head ‘Department of Information and Broadcasting’ be reduced by Rs. 93,34,000.”

This is an economy cut. I must trace the history of this Department so as to make Honourable Members of the House appreciate as to why it is necessary to cut to the extent of nearly a crore of rupees from this demand.

At the outset I would like to tell Honourable Members that this Department of Information and Broadcasting which comes under demand No. 15 is absolutely different and distinct from demand No. 52 relating to Broadcasting proper. Broadcasting in India was made a State department in 1952. It was

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originally started in 1927 by a company which ran it with a capital of 6 lakhs from 1927 to 1931. Ultimately the company had to be wound up in 1931. In 1932 the State was forced or persuaded to take up this as a State service. Till 1935 there were only one or two installations here and there; but in 1935 or 1936 about 20 lakhs for capital outlay, and in the next year another 20 lakhs were given. By the end of 1937-38, all the various radio stations now existing in India were installed. Soon after, the war came in, and during the war, expenditure under this head mounted steadily from year to year. Till 1942 this broadcasting was a branch of the Department of Industries and Labour. In 1942-43 the Government found it necessary to create a new Department of Information and Broadcasting and an Executive Councillor was also added—I believe it was Sir C. P. Ramaswami Iyer who was there for a very short time as the first Councillor in charge of this Department . . . . .

**The Honourable Sir Akbar Hydari** (Member for Information and Broadcasting): No.

**Sri M. Ananthasayanam Ayyangar:** If he was not, his predecessor was, whoever he may be. In 1942 the approval of the Standing Finance Committee was sought for converting this Broadcasting Department into one of Information and Broadcasting. Even then the members of the Standing Finance Committee did not allow the enlargement of the broadcasting section by the introduction of some other items from various other Departments. The other items were the Bureau of Public Information, Office of Chief Press Adviser, All-India Radio, Office of the Film Advisory Board, Counter Propaganda Directorate. Their remarks were:

“The Committee approved the proposal but Messrs. Haji Sathar H. A. Essak Sait, Maulana Zafar Ali Khan, Mr. Umar Aly Shah, Khan Bahadur Fazul Huq Piracha, (members of the Muslim League Party), wished to record their opposition on political grounds.”

During this period Honourable Members might have noticed that the only opposition was being conducted and conducted very well by my Honourable friends sitting to my left, the Muslim League: they were the opposition; they functioned effectively on behalf of the opposition, and opposition was made to this new Department; and in spite of that the departmental expenditure mounted. In 1942-43 the expenditure on broadcasting was 60 lakhs. In 1943-44 it fell no doubt to 58.18 lakhs; but in 1944-45 it rose to 64 lakhs; and in 1945-46 it went up to 90 lakhs; and in the budget for the coming year, 1946-47, it is 98.66 lakhs. One thing has to be noted. This broadcasting was called by various denominations. It bulged sometimes; it contracted also later. From 1932 to 1942 it went by the name of Broadcasting pure and simple. In 1942 it had a number of other offices attached to it and then it went on till 1945-46 under the name of Information and Broadcasting. When Broadcasting started it did so with 60 lakhs in 1942-43: today we are spending 98 lakhs for Broadcasting alone. The Department of Information has now been converted into one of Arts and Information. Under that head the budget for the present year is Rs. 138 lakhs odd. I am not trying to interfere with Broadcasting at all, though even there a number of additions have been made, out of all proportion to the needs of our country and the present state of our country. While the Finance Member has shown a deficit in the budget to the extent of 44 odd crores, he has not shown us the ways and means by which we can cover it. The poor man is starving—I shall refer to this at a later stage when we come to the Finance Bill. It is enough now to ask whether under these adverse circumstances it is worth while to have this Department of Arts and Information which has now been started in the year 1945 and which has come into existence quite recently. I would like this Department wholly to go. I would like that this Department should go in its entirety and be abolished, and 138 lakhs saved, so that the poor man who wants to write a postcard can do so for half an anna or two pice, and the man who lacks a pinch of salt can get his salt cheaper, and other people may be relieved of the heavy tax burdens, direct and indirect, sitting on them. It is for this purpose that I have moved this out motion.

I have said that this department is absolutely new. How has it come into being? My Honourable friend, the Member in charge is an exceedingly nice person as also the gentleman who spoke for Air, the Secretary for Posts and Air. This is another Air. The previous Air was also in charge of an Indian but what can they do? They are helpless. I do not want to use the words 'played into the hands' of Europeans. Enough to say that he finds himself helpless.

Now the addition consists of the following departments. There were certain new Departments created for the purpose of the war. For instance the Dilkhush Department. The Dilkhush was lending out a number of people—I am not well versed in Hindustani or Urdu). This Dilkhush Department was sending batches of entertainment parties to Western countries, to the Italian and other fronts to help our Indian soldiers to while away their time, to put it mildly. They call it art. This has been transformed according to me into an Arts section here for which my Honourable friend wants to provide 2½ lakhs of rupees.

The major item is the National War Front. As Honourable Members are aware, this was abolished by a Resolution of the House in March last year. My Honourable friend, Sir Yamin Khan, the Deputy President of the Assembly, who is a leading member of the League moved a Resolution in November 1944 for the abolition of the National War Front, both on the ground that it was spending a lot of money and also on the ground that it was interfering with the politics of the day and taking sides, one way or the other. That is improper. It should not take sides. That resolution dragged on from November 1944 to the Budget Session of 1945. The Honourable Member who was in charge of the Department then, Sir Sultan Ahmed and his Secretary, Mr. Bozman gave an assurance that they would take two or three months to consider how it could be effectively abolished but after three months they only said—Hitherto he was Raman. Now, we will call him Jesus or Jacob. They only gave a new name, that is, the Field Publicity Organisation. All the three months were spent only for this purpose. When was this Field publicity started? I would only give the dates for the purpose of showing how this Government repeatedly insults this House. In March last year, during the Budget Session by a vote of 55 against 43, a Resolution was carried in the teeth of opposition. Sir Muhammad Yamin Khan said even then when winding up the debate that this would reappear in some other form. That has happened. They have tried to bring in another publicity organisation, so that instead of fighting elsewhere they might fight in the rural areas in our country. Sir Muhammad Yamin Khan with his wisdom cleverly found out that this would be used against us and therefore he was opposed to that principle. I am referring to it because it ought not to be said by the other side that the Resolution related only to the abolition of the National War Front. Even there it was disclosed by the Honourable Member's predecessor that it would be superseded by its successor, the Field Publicity Organisation, for which the vote of the House is asked for in this Budget Session. This is not therefore a new thing. It was condemned even then. Sir Muhammad Yamin Khan said that there were three classes of organisations, district, regional or provincial. Now, this organisation was condemned even by Honourable Members like Sir Cowasji Jehangir and Mr. Jamnadas Mehta. Even after this condemnation, we find that the same organisation is sought to be carried on under another name. This money has been wrongly used on party propaganda and there were also other evil features connected with it which were pointed out by Sir Muhammad Yamin Khan. He asked if the present organisation now proposed to be set up is not liable to the same errors and abuses. Mr. Bozman said: No. Sir Muhammad Yamin Khan said: Yes; and there the matter stood. The Resolution was put to the vote and it was carried by a majority of 55 to 43. The same thing has now reappeared. In spite of the clear verdict of the House the Government had the cheek to start this organisation, the Field Publicity

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Organisation on the 1st June 1945. Therefore I say that this thing ought to be condemned on that one ground alone. Whether the Member in charge was an Indian or an European both have played the same trick, so far as we are concerned. It is rather unfortunate.

The activities of all these organisations have been described in booklets with variegated covers printed on beautiful paper. I have brought them here to show them to the House. Evidently they want to appease Members of the House. (An Honourable Member: I never got them).

Now, Sir, as a sop, out of this 51 odd lakhs for this new Field Publicity organisation 44 lakhs are to be given to the Provinces. Madras will get 7 lakhs. Bombay will get 7 lakhs. The North-West Frontier Province will get Rs. 92,000. My friend Mr. Ghani Khan is very tall. He gets a small amount. I am a short man. I get a large amount. Bombay and Madras have both declared that they will have no truck with this. It is proposed that two-thirds will be the contribution from the Centre and one third from the Province. In Madras they refused to convert the National War Front into a Field Publicity Organisation. So far as Bombay is concerned, the National War Front was never in existence there. That is what we find from the memorandum circulated by my Honourable friend and referred in the Standing Finance Committee proceedings. The Bombay Government has not joined the scheme from the start. The Madras Government have now decided to close down their Field Publicity Organisation. The other Governments are not in favour. They have certainly shown greater respect to the vote of the popular Assembly. Therefore that was chucked out by these Provincial Governments. Now, it has come up in another form. This 7 and 8 lakhs is just like a pinch of salt thrown in a ocean of water. I am appealing to my friend Mr. Ghani whether 92,000 will be of any use to him. It is nothing to him.

**Khan Abdul Ghani Khan** (North-West Frontier Province: General): Of course, it is nothing.

**Sri M. Ananthasayanam Ayyangar:** The total demand of this Department is 138 lakhs. I have made a cut motion of only 93,34,000. I have not cut off the entire motion. I have made provision for 45 lakhs. That can be transferred away to the Provinces and this entire Department can be closed down. Leave the matter of actual working to the Provinces. Do not give them a legacy of the National War Front organisation and personnel. They served the country badly in the war. They may have served your purpose but they vilified this country from end to end. They created party politics. They stood between one community and another and created bitterness. This organisation ought not to be allowed in any shape or form and therefore I appeal to the House not to be carried away by the various amounts which are intended to be distributed to the Provinces. Whether they come or not, this organisation ought not to be allowed to exist.

The second item of importance is the film production and distribution. I was invited by my Honourable friend to see certain films. Although I was shown certain films, I was not shown the films which were shown in foreign countries. Sir, one of our able men, a man who served in war very well, has been sentenced to transportation for life. When he was at the Greek front, a film by the name of Gangadin was exhibited there. Whether my Honourable friend is responsible for it or this Government is responsible for it, I do not know. But do you think an American firm will produce a film by the name of Gangadin? It is no use my friend laughing at it. He is wrong if he thinks that by this laughter, he will put me off the scent. Gangadin was a scurrilous picture to which my Indian friend took objection. He did not want that in the military cinema that picture should be shown or the name of it should be put even on the board. He objected in advance, but they refused to hear him. He went there and asked them to shut it up. The Police sergeant shot at this man, but he escaped and in self-defence he

shot at him. Unfortunately for the Britisher, he died and this man escaped. That is what happened because of this film. Do you want to kill more men? If the white is killed, the Indian will go to jail. If the Indian is killed, all of us will mourn for him, not that I would not shed a tear for the Britisher also. It is unfortunate that the film section will be only, a tool in the hands of this Government. Why should you create such films at all? There are too many films in this country. If the Government wants to save expenditure, it might be made a condition that the film producers shall produce out of every four films one educational film.

I am now coming to two more items which I am objecting to. I will refer to them in brief. These are the items of Research and Reference Department. They cost 4½ lakhs a year. What is this Department for? It was doing counter-propaganda work and foreign publicity. Planning why do they plan for foreign publicity? Nichol's book is the result of that publicity. Then, there is one Raman who carries out a scurrilous attack against us in America. That is their foreign publicity. This gentleman Raman might have been sent away but other persons will be appointed. It is said that they are going to be utilised for the purpose of studying Russian, French, and German as if they are growing Universities. I would ask the Honourable Member to give it into the hands of my friend Dr. Sir Zia Uddin Ahmad, who is a Vice-Chancellor, and similar other Vice-Chancellors of various other Universities, who can study this problem and thus do away with the Research and Reference Department. It is an alliance with some war propaganda machinery.

**Mr. Chairman:** The Honourable Member's time is up.

**Sri M. Ananthasayanam Ayyangar:** I will conclude my remarks by saying that there are already sections which are described as "Dil Khush". Let us not have them. (An Honourable Member: What is Dil Khush?) Dil Khush are dancing girls who are sent out, to dance before the soldiers so that they may give their life on the battle-field. Those girls cannot be sent away home back after the war and they have got to be employed. These four items make up the Rs. 93 lakhs and odd of my cut motion. If the Honourable Member thinks that these things are superior to a pinch of salt to the poor man or the reduction in the price of the post-card by a quarter anna, then he may vote against it, otherwise I expect even the Honourable Member to vote in my favour.

**Mr. Chairman:** Cut motion moved:

"That the demand under the head 'Department of Information and Broadcasting' be reduced by Rs. 93,34,000."

Before I call upon any Honourable Member to speak, I would like to ask whether the House would be willing to sit for a few minutes more.

**Some Honourable Members:** No, Sir. We may adjourn now. It is nearly 5 o'clock.

**Mr. Chairman:** In that case, I am afraid there is no time now for any Honourable speaker to make his speech. The House is adjourned till 11 A.M. tomorrow.

The Assembly then adjourned till Eleven of the Clock on Tuesday, the 12th March 1946.

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